

POMRIL.
PURE NON-ALCOHOLIC
APPLE JUICE
Invaluable for Stomach and
Diabetes.
Per doz. quarts.....\$7.25
Per doz. pints.....4.65
H. PRICE & CO.,
12, Queen's Road Central.

Hongkong Daily Press.

ESTABLISHED 1857.

ITALIAN VERMOUTH
The only Reliable Brand is
MARTINI ROSSI
SUCCESSORS
MARTINI SOLA & CO.
AGENTS—
F. PRICE & CO.,
12, Queen's Road Central

No. 14,502 號式零百五千肆萬壹第 日初十月捌年十叁緒光 HONGKONG, TUESDAY, SEPTEMBER 27TH, 1904. 式拜禮 號柒十式月玖年肆零百九仟壹英港 香港 PRICE, \$3 PER MONTH.

WATSON'S PRICKLY HEAT LOTION

IS A FIRST-RATE PREPARATION.
IT AT ONCE RELIEVES THE SKIN
IRRITATION AND PRODUCES A
SOOTHED, QUIET FEELING.

A. S. WATSON & CO. LIMITED,

MANUFACTURING CHEMISTS.
ESTABLISHED A.D. 1841.

CUTLER, PALMER
& CO.'S

Price \$11.00 PER DOZEN

Net

"SPECIAL BLEND" WHISKY
Blend
Selected
Distillations of the
Finest Scotch Whiskies

Apply to
SIEMSEN & CO., Hongkong.

LANE, CRAWFORD & CO.

Have been appointed

SOLE AGENTS

FOR THE

OLD-
BLEND
WHISKY.

The Brand of the
OLD
COACHING DAYS

Price Per 1 Doz. Bot. \$14.00
" " 1 " Flasks 8.00
" " 1 " 5.00
" " 2 Gallon Jar 14.00

JUST ESTABLISHED.
(Telephone No. 467.)

WING SUN & CO.,
No. 54, QUEEN'S ROAD CENTRAL
(Promises Formerly Occupied by Messrs.
C. J. Gaupp & Co.)

HIGH-CLASS TAILORS & OUTFITTERS,
SHIRT & BRELCHES MAKERS.
Fit, Quality, Workmanship Guaranteed.
Prices Very Moderate.
Now Showing:—Latest Flannel Suits,
New Stock of Ties, Straw Hats, Felt Hats,
Panamas, Boots and Shoes, &c., &c.
Inspection Invited.
Hongkong, 5th August, 1904.

THE CLIFFORD-WILKINSON TANSAN MINERAL WATER CO., LD.

(To be incorporated under the Companies
Ordinances of Hongkong 1865 to 1890).
CAPITAL.....\$500,000 Yen
in 5000 Shares of Yen 100 each.

For Prospectus, apply to
THE CHARTERED BANK OF INDIA, AUSTRALIA
AND CHINA; and
THE INTERNATIONAL BANKING CORPORATION,
or their Correspondents.
Subscription lists are open for twenty days.
Hongkong, 22nd September, 1904.

RUINART PERE & FILS, REIMS
Established 1710,
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAURE WEGENER & CO.,
Sole Agents.
Hongkong, 18th May, 1903.

CARLTON HOUSE, HOTELS,

8 & 10, ICE HOUSE ROAD.

FIRST-CLASS PRIVATE HOTELS.
Cool Rooms, Elaborately Furnished. Com-
fort of Residents and the Cuisine a specialty.
Special Rates for Monthly Boarders.
For terms apply—
B. F. HOWARD,
Manager.
Hongkong, 24th September, 1904.

ARNHOLD, KARBERG & CO.

LARGE STOCK
OF
LIGHT RAILWAY MATERIAL

ENQUIRIES SOLICITED.
Hongkong, 29th April, 1904.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC,
\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less told than the above.

IMPERIAL BRANDY
\$12.00 PER CASE.

**THE ELITE OF WHISKY—
THE "PAIL MAIL,"**
\$21 PER DOZ.

11 Years old: the finest quality shipped.

Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,**
\$11.00 PER DOZ.
Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS

C.P. & Co.'s INVALIDS' PORT
\$21 PER DOZ.

This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassal.

DOURO PORT,
\$15.00 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,
\$20 PER DOZ.

LA TORRE SHERRY,
\$17.00 PER DOZ.

A natural and most pleasant wine to the taste

**BENEDICTINE LIQUEUR—
D.O.M.,**
\$41.75 PER DOZ. QUARTS.
\$43.75 PER 2 DOZ. PINTS.

THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.



We have Just Landed a Few Cases of Champagne in QUARTER
Bottles suitable for invalids.

LANSON VIN. 1898.

Price.....\$15 Per Dozen.

CALDBECK MACGREGOR & CO.

W. SPIRIT MERCHANTS,

15, QUEEN'S ROAD.

Hongkong, 20th September, 1904.

E. C. WILKS & CO.

CONSULTING MARINE AND ELECTRICAL ENGINEERS AND SURVEYORS
MARINE AND ELECTRICAL CONTRACTORS.
SHIP-DESIGNING AND CONSTRUCTION.

ENGINES, PUMPS AND ELECTRIC MOTIVE POWER FOR FACTORIES,

POWER INSTALLATIONS, &c.

MACHINERY AND ELECTRICAL REPAIR WORK, &c.

Agents for Messrs. W. H. ALLEN & SON'S ENGINEERING AND ELECTRICAL MACHINERY.

Agents for H. W. JOHN'S ASBESTOS GOODS.

Cable Address "MARINEWORK," Hongkong.

Telephone No. 358.

12, Beaconsfield Arcade, Hongkong.

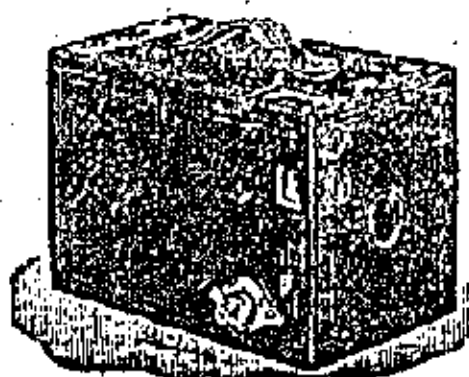
Hongkong, 24th August, 1904.

PHOTO SUPPLIES

DEVELOPING

AND PRINTING

UNDERTAKEN.



GOOD WORK,

PROMPT

RETURN.

UP-TO-DATE DARK ROOM

FITTED WITH ELECTRIC LIGHT AND FAN

AT THE DISPOSAL OF AMATEURS.

LONG, HING & CO.,

PHOTO GOODS STORE,

17A, QUEEN'S ROAD CENTRAL.

(Same Premises as Messrs. Ah Chee).

Hongkong, 15th August, 1904.

PO CHEUNG & CO.

14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS.

GENERAL DOMESTIC GOODS, &c.

COUNTERS, PARTITIONS, FITTINGS, ETC.

MADE TO SIZES AND PARTICULARS.

DESIGNS FORWARDED ON APPLICATION.

TELEPHONE 460.

Hongkong, 15th August, 1904.

THE LAHMEYER ELECTRICAL CO., LD.

LONDON

ELECTRIZITAETS ACTIEN GESELLSCHAFT VOEM.

W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION

Apply to—

SIEMSEN & CO., SOLE AGENTS FOR CHINA.

LANE, CRAWFORD & CO.

MUSIC DEPARTMENT.

The FINEST ENGLISH and FOREIGN-MADE PIANOS are those of
BROADWOOD & SONS,
BRINSMEAD & SONS,
COLLARD & COLLARD,
CHALLIN & SONS,
ALLISON & CO.,
DORNER & SONS and STEINWAY & SONS.

They can be purchased in Hongkong from the SOLE AGENTS ONLY, viz—

LANE, CRAWFORD & CO.

Hongkong, 23rd September, 1904.

NERNST

NERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY
AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

BDM. JOHANNSEN or SIEMSEN & CO.

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

LETTS' DIARIES 1905.
Electricity in the Service of Man \$8.00
The Man Roccolet 4.60
Post Card Painting 0.80
Chinese Characteristics, by Smith 4.50
Village Life in China 4.0
Stanley Gibbons' Stamp Catalogue,
British 1.50
Foreign 1.50
The Vanguard: a Tale of Korea 3.50
The Light of Asia, by Arnold 1.50
Tennyson's Poems, bound in Lambkin 3.00
Wordsworth's Poems, bound in Lambkin 3.00
Landon's Shorter Works, bound in Lamb-
skin 3.00
Shakespeare's Poems and Songs, Lamb-
skin 2.20
De Poe's Journal of the Plague Year,
bound in Lambkin 2.20
Rational Home Gymnastics, by Nissen 2.50
Every Man His Own Lawyer 5.25
War Ships: a Text Book, by Attwood... 9.00

JUST RECEIVED.
STOCK OF COLOURED PASTELS.—CARTOON.
HEADS. THE AMERICAN GIRL. A DAY'S
SHOOTING. THE SEASONS. Pictures
by Harrison Fisher. WILD ANIMALS.

DATING STAMPS, Great Variety.

THE YANKEE STYLO PEN

BRASS FRAMES and COPPER FRAMES,
Various Sizes.

SETS OF BADMINTON
EGYPTIAN CIGARETTES

TIRED WHEN YOU GET UP?

Do you get out of bed in the morning feeling "all played out," dull headache, no appetite,
no energy?

WATKINS' IRON TONIC

A simple tonic that will make all the difference in the world in the way you feel. It will
stimulate your liver, tone up your system, give you an appetite. You need only take it a short
time before you will get up in the morning with a clear head, a pure sweet breath, and feeling
like work.

WATKINS LIMITED,

CHEMISTS, AERATED WATER MANUFACTURERS,

APOTHECARIES' HALL, WATKINS BUILDING.

JAPAN COALS.

NETSUI BUSSAN KAISHA (NETSUI & CO.)

HEAD OFFICE.—1, SURUGA-CHO, TOKYO.

LONDON BRANCH.—34, LIME STREET, E.C.

HONGKONG BRANCH.—PRINCE'S BUILDINGS, ICE HOUSE STREET

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki,
Kuchinotani, Sasebo, Matsuzaki, Hakodate, Taipei, &c.

Telegraphic Address: "NETSUI" (A.B.C. and A 1 Cods)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.

SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinotani, Mamoda, Mannoura, Onoura Otsuji,
Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yonokita, and other Coals.
S. MINAMI, Manager, Hongkong.

HOTELS.

HONGKONG HOTEL

A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing
Music, Ping-pong and Smoking Rooms.
Private Bar and Two Billiard Rooms for
Hotel Residents.
Dining Accommodation for 300 persons.
Private and Special Dining Rooms.
European Chef and Indian Curry Cook.
Ladies' Afternoon Tea Rooms with European
Mistress in attendance.
Ladies' Cloak Room.
Hydraulic Elevators to each Floor.
Bedroom Accommodation—131 rooms.
Electric Lighting throughout. Electric Fans
in Rooms, if required.
Hot and Cold Water throughout.
Wines and Groceries specially imported by
the Hotel Co.
Wines cooled by Hotel refrigerators.
Hotel Linen washed on Premises by
machinery.
Fire Extinguishing Mains and Emergency
Exits on every floor.

MODERATE CHARGES! NO EXTRAS!

H. HAYNES,

Manager.

THE

PEAK HOTEL.

Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South
West Monsoon.

A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.

Telephone No. 29.

Town Office: 7, DUNDRELL STREET.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.

For Terms, &c., apply to the—

MANAGER.

Hongkong, 10th June 1903.

CONNAUGHT HOUSE.

A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished
Hydraulic Elevator, hot and cold water
throughout.

Special Rates for Tourists.

Lunch Service for Guests.

For Terms, apply to the

MANAGER.

Hongkong, 31st October, 1902.

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH

CHINA)

MACAO

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.

A most pleasant retreat for those desirous of
a few days rest and quiet.

Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong.

One steamer (s.s. *Hongkong*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.

Cable Address—"BOA VISTA."

For Terms, apply to

THE MANAGER.

MACAO

AND

CANTON

HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG

to MACAO, thence to CANTON and back to

Hongkong, will be found interesting and

enjoyable.

WM. FARMER,

Proprietor.

1, 2106

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

Casks of 375 lbs. net \$5.00 per Cask ex Factory.

Bags of 250 lbs. net \$3.20 per bag ex Factory.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 1st September, 1904.

INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS, DRUGGISTS,
PERFUMERS, &C.

RECOMMENDED

WATSON'S
PRICKLY HEAT
LOTION.

A reliable and efficacious remedy.

WATSON'S
HOUSEHOLD
AMMONIA.

For the Bath, Toilet and Household.

Promotes a healthy action of the skin,
counteracts all effects of perspiration, and is as
refreshing and invigorating to the system as a
Turkish Bath.WATSON'S
CARBOLIC
SOAPS.

Recommended by the Medical Profession.

THE
HONGKONG
DISPENSARY.

ALEXANDRA BUILDINGS.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns
should be addressed to THE EDITOR.
Correspondents must forward their names and ad-
dresses with communications addressed to the Editor,
not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.
No anonymously signed communications that have
already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be
sent before 11 a.m. on day of publication. After that
hour the supply is limited. Only supplied for Cash.
Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed.
Lieber's
P.O. Box, 38. Telephone No. 12

BIRTHS.

On the 18th September, at Shanghai, the wife
of FREDERICK BARNES, of a son.
On the 19th September, at Shanghai, the wife
of FRANCIS ELLIS, of a son.
On the 19th September, at Chefoo, the wife of
GUSTAV GIPPERICH, of a daughter.
On the 16th September, at Shanghai, the wife
of M. W. TIEFFENBERG, of a son.
On the 20th September, at Shanghai, the wife
of WALTER FREDERICK BARNES, of a son.

MARRIAGES.
On the 18th September, at Shanghai, ROBERT,
eldest son of the late R. I. LEWIS, to MARY, eldest
daughter of T. MACMURRAY.
On the 20th September, at Shanghai, ALAN
S. MALCOLM, son of the late WALTER MALCOLM,
Glasgow, to ISABELLA JACK, daughter of GEORGE
FRASER, Mount Florida, Glasgow.

The Daily Press.

HONGKONG OFFICE: 14, DE VOUX ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, SEPTEMBER 27TH, 1904.

The ordination of two more missionaries
at St. John's Cathedral on Sunday morning
is capable of suggesting more thoughts than
it is perhaps expedient to utter. The fact
that the Rev. PERCY JENKINS of Hongkong
and the Rev. HERBERT BULLER RIDLER of
Fochow have just publicly undertaken to be
faithful ministers of JESUS CHRIST is not
so uncommon an occurrence that it can
occasion remark. It is possibly because
such vows are so common that their great
significance is apt to be lost sight of. These
gentlemen have, if we do not misread the
Book that is their chief guide and counsel
for the fulfilment of their pledges, promised
to abstain from laying up for themselves
treasures on earth. The missionary above
all men is supposed to approximate most
nearly to the character of the first Disciples
who went out into the highways and by-
ways to invite guests to the table of the
Lord. We can only suppose that the
recent statement in the North-China Daily
News, to the effect that certain missionaries
fleeing from native violence in South
China had been busily amassing prop-
erty, was a misrepresentation, made either
in malice or mistake. For the missionary
takes no thought for things of the earth,

earthly. He meddles never with politics,
but (in China) busies himself pointing out
to the Chinese the deadly peril in which
they stand, in regard to all that matters,
when they continue hearkening to the false
doctrines of the native priests. He shows
to the benighted heathen, moreover, a blessed
way of escape from the wrath to come; and
by the invariable serenity of his counte-
nance, and the precision of his footsteps in
that straight and narrow road which leads
none of creature comforts or worldly gains,
he demonstrates to the admiring heathen
how much more blessed it is to give than
receive. Self-sacrifice is his watchword, and
the Chinese, seeing him descending to their
own lowly level, humbling himself even as
the Master humbled Himself to wash the
feet of the Disciples, cannot but believe that
this faith he brings them is a living faith,
that must still all murmurings incidental to
the earthly pilgrimage. When he encoun-
ters violent, wicked men—as he must, seeing
that neither the peaceful inaction of Lao
Tze nor the self-restraint of Confucius
has had power to bind all—he will still hold
fast to the truth that is in him, and return
good for evil, and blessings for revilings.
The Shanghai Mercury last week says that
the friction between Catholics and Protest-
ants in Hupoh is causing great trouble, but
that again must be a mischievous mistake.
Christians, whatever their particular creed,
even if they did not recognise the evil effects
of such an example upon such Chinese as
are halting between two (or more) opinions,
would never be guilty of making trouble.
It has been said that Christianity brings
not peace, but the sword; but that means
only the sword of faith with which to com-
bat sin. Or it may have been a figurative
way of telling the early Christians that
the sword would fall upon them for their
faith's sake, and that they were not to
mind, for the sword could hurt only their
physical body, and never their spiritual
body. These missionaries would never give
a moment's thought to possible physical suffer-
ings, and they would certainly not dream of
resenting it. Christianity is "passive resistance"
in the highest, and to its follower death is not
loss, but gain. Has not a certain missionary
body recently, while collecting subscriptions
for a Martyrs' Memorial, thanked God that
so many missionaries and women and
children were privileged to die for the
cause? Truly, it is a great work that these
two men have taken, and we marvel greatly
that their heroism (as we regard it) has not
been the occasion of a greater noise. Those
erring men who see in such efforts the
directest threat to the integrity of the
China should ponder the self-abnegation
involved in leaving all that worldlings
treasure to follow the rewardless and thorny
path of duty.

The local R.A.O.B. Club open the winter
season with a dance next month.

The third ordinary yearly meeting of share-
holders in William Powell, Ltd., takes place to-
day at 3 p.m.

It is stated that the Russians have consented
to indemnify the owners of the steamer *Altan*,
and those who shipped cargo by her.

The Italian Minister in Peking seems to have
been greatly perturbed by a talk of Boxer
rising in Honan, which, however, did not take
place.

A fire broke out in the bunkers of the C.N.S.
Chihli between Shanghai and Chefoo, but was
extinguished in about three hours, little damage
being done.

Mr. and Mrs. L. Bridon have arrived from
Shanghai. Mr. Bridon will be in charge of the
M. M. S. agency here during the absence on
leave of Mr. G. de Charpeaux.

Is the local Deformation Department aware
that it can accomplish its work much more
expeditiously by the German method of using a
white-hot platinum wire instead of a saw?

The Hawaiian Gazette gives the following
reason for an attempt at suicide by a Japanese.
"He has been bothered with a sore foot caused
by his stepping on a nail some time ago. He
got despondent."

Mr. Norman Cullen, employed by the *Japan
Daily Advertiser*, has been found. His "my-
sterious disappearance" from Tokyo, where he
had been visiting a friend, was reported with
misgivings based on the poor state of his health.
He was found lying unconscious in Ueno Park.

H.M. Consul at Tamsui reports that the use
of flour by the inhabitants of Formosa continues
to increase, the imports in 1903 being 68,365
cwt., valued at £23,044, as against 52,479
cwt., valued at £21,876, in 1902. The greater
part comes from the United States via Hong-
kong.

A Kravagass, a Russian previously deported
from Shanghai, has been convicted by his own
Consul of living on the earnings of fallen women
there, and obtaining their jewellery by false
pretences. The man was ordered to pay one of
his victims \$600, and to be again deported.

The Chinese gunboat *Kwong Yek* arrived
from Canton yesterday.

The general meeting of the Hongkong St.
Andrew's Society will be held in the City Hall
this evening at 5.30 o'clock.

During Rajah Brooke's absence in Europe,
the administration of Sarawak will be in the
hands of his son and successor, Vyner Brooke,
the Rajah Muda of the State.

An incident which might have caused a serious
accident occurred at the Magistracy compound
yesterday afternoon, when some masonry near
the roof tumbled down.

The steamer *Asot* arrived at Durban on the
22nd inst. and delivered all the coolies well.
The *Swanley* sailed from Chin Wan Tao for
Durban on Saturday morning with 2,250 coolies
on board.

The number of visitors to the City Hall Library
and Museum for the week ending 25th Septem-
ber, 1904, were 239 non-Chinese and 109 Chinese
to the former, and 85 non-Chinese and 1,416
Chinese to the latter institution.

On Sunday last the ss. *Wingchai* (Captain
Austen) had a full complement of passengers
on her trip to Macao. Good time was made,
and the voyage both ways was most enjoyable.
The *Wingchai* will run to Macao again on Sun-
day next.

The semi-official German Press, as well as the
independent Press, repudiate most energetically
the untrue, purely invented statements of the
Times about a Russo-German agreement, as a
trifling attempt to disturb the good German-
Japanese relations.

For the first time this season the Hongkong
M.O.H. is privileged to record a full week clear
of plague. The year's total stands at five
hundred cases exactly. There was no case dur-
ing the forty-eight hours ending noon yesterday.
"Other communicable diseases" were a case of
diphtheria and a case of enteric, both Chinese.

Judgment was given on the 19th instant for
the plaintiff, W. P. Boyd, against the defendant,
the American China Development Co., in the
sum of \$13,519 gold currency of the United
States of America. The judgment, which was
on account of wrongful dismissal of the plain-
tiff, also carried the costs of the action. The
Company is appealing against the decision of
the American Consular Court.

On the 3rd instant a private of the Manchester
Regiment named Morrell had a quarrel with a
comrade in the barrack-room at Singapore.
The man got very excited and, suddenly seizing
a bayonet, appeared to run amok as he attacked
everyone in the barrack-room. He stabbed
four men before he could be disarmed, and one
of the victims is in a serious condition. The
Penang Gazette says Morrell appears to be
insane.

A petition is being submitted at Calcutta to
the Viceroy by domiciled Europeans, Eurasians
and the Indian community of British India
regarding the proposed game laws draft Bill
which was recently published by the Govern-
ment of India. The chief section in the Bill
to which the petitioners object is that in which
all classes of the community, with the excep-
tion of non-commissioned officers and soldiers,
both European and native, will be compelled to
pay an annual fee of Rs. 20 before they are
granted a licence to shoot game of any sort in
India.

The *Times of Malaya*, on the authority of
private advices from Hongkong, says that
since the departure of the first batch of coolies
for the Rand from that Colony, several
coolie guilds there have amalgamated with the
object of preventing the despatch of any
further batches of coolies for South Africa
from the Canton provinces. Underlying this,
it is believed that a very powerful guild is at
work either in Singapore or Penang, the aim of
which is to prevent coolies from going to South
Africa from Hongkong, but their object is to
get labour for service in the Straits Settlements
and the F.M.S.

In Praya East yesterday morning the
passengers on one of the electric cars were
astonished to see the motorman suddenly apply
the brake and jump off his car in evident
pursuit of someone. He attempted to seize
a coolie on the pathway, but the latter dodged
and ran up Nullah Lane with the motorman in
full chase. It appeared that the car man's re-
fusal to get out of the way of the car despite the
warning bell. He eventually captured the re-
fractory. But during these ten minutes of
excitement the unfortunate passengers, most of
them hurrying to business, were left sitting
helpless in the stationary car. It may be an
offence to obstruct a car, but it is equally an
offence surely for a motorman to leave his
platform.

Americans watching the development of the
Philippine Islands will say the *Kalanassao*
Gazette, be interested to know that F. H.
Olyphant, of the United States geological
survey, predicts that in a few years petroleum
will be one of the commodities exported from
the Islands. When pumped from the earth the
Philippine oils are usually dark green in colour.
By refining, an average of 8 per cent. benzine
is produced from the crude petroleum and about
40 per cent. illuminating oil. The remainder
is gas oil and tar. From the latter paraffin is
extracted. The cost of getting the crude oils
is very low as compared with the expenses in
most other countries. Labour at the wells is
extremely cheap, ranging from 10 to 12 cents a
day. For this price both the native and Chinese
labourers give a full day's work and provide
their own lodging and sustenance.

The King has granted unto Mr. Cecil Arthur
Verner Bowne his Royal licence and authority
that he may accept and wear the insignia of
the First Class of the 3rd Division of the
Imperial Chinese Order of the Double Dragon,
which has been conferred upon him by the
Emperor of China in recognition of valuable
services rendered by him.

We are informed by Messrs. Siemens & Co.
that the report, reproduced by us yesterday
from a Shanghai contemporary, that the steamer
wrecked on the Kurile Islands is probably the
German steamer *Progress*, is incorrect. The
steamer arrived at Vladivostok without
accident on the 17th inst., and is still in that
port. The further statement that the steamer
carried ammunition from Tsingtau for
Vladivostok is equally incorrect; she had no
contraband whatever on board.

It has been decided, at the instance of H.M.
Minister at Peking, and in conjunction with
the Chinese Customs authorities, that in future
"Weihsuiwei" will receive the same treatment as
a foreign port. Consequently no duties will be
charged on merchandise in transit, and
drawbacks will be allowed on foreign goods
re-exported thither which have paid import
duty, or on native goods which have paid coast
trade duty at a Chinese port. On the other
hand, export duties will be collected on native
goods, being an original export to Weihsuiwei.

Captain Kilvert, of the *Foxton Hall*, told a
Times of Ceylon reporter that he had been sworn
to secrecy by the Russian tribunal at Port
Arthur. The oath was a comprehensive one,
for it binds the captain not only to keep silence
about the state of Port Arthur, but also with
regard to any detail of the *Foxton Hall* incident.
The Russians paid heavy damages to the
owners. The captain said: "I don't know on
what basis our bill was made out, but it was for
much less than the sum paid; what was paid in-
cluded the expenses of the crew, Government
charges, and various other dues."

Sir Thomas Sutherland, the Chairman of
Directors of the P. & O. Co., has just placed
orders with Messrs. Workman, Clark & Co. of
Belfast, and with Messrs. Caird & Co. of
Greenock, for the construction by each firm of
a first-class mail and passenger steamer of the
Assaye type, but twenty feet longer and two
feet wider. The *Assaye* is a ship of 450 feet in
length and 45 feet 2 in. in width, while she is
31 feet 6 inches deep. The new steamers will,
therefore, be 470 feet long. One of these
vessels will, says the *Siam Observer*, fill the
gap in the Australian line caused by the loss
of the *Australia*.

The rate on war risk varies very much
according to the route to be taken. Writing
on the 23rd ult., a *Times* correspondent says:
"To-day we have heard of an insurance on goods
to Japan, which we presume the Russians would
call contraband, at a rate giving three options
—via Suez, via Cape of Good Hope, or via
United States or Canada and the Pacific—the
rate on the first route was double that on the
third. The fear, as we have before remarked,
is of the *Don* and *Ural*, the ex-German steamers,
which are cruising off the Spanish coast. With
the loss of the *Novik* and the cornering of the
Grosvoy and *Askold* at Shanghai, fear of
capture round about Japan has been very
greatly reduced."

The Emperor of China has issued a Decree
deposing the present Dalai Lama and com-
manding the Panchen Lama of Tashilunpo
(called by Reuter "Tashi Lama") to succeed
the former in his spiritual dignity. Apropos,
remarks a learned Chinese gentleman in a
contemporary, the Panchen Lama, or to give
him his full name Panchen Erdeni Lama, is
co-Pontiff with the Dalai Lama, and to him is
confided the supreme care of all religious affairs,
while his colleague the Dalai Lama has charge
of the secular affairs of Tibet. Tashilunpo (in
Chinese Tsa-shih-lun-pu), meaning the "Blessed
Mount," where the Panchen Lama resides, is
about eight days' journey, or about 190 miles
west of Lhasa.

As the extreme stress of the hot season at
Chungking has finished, the men belonging to
H.M.S. *Kinsara* came down from their bungalow
on the hills on the 29th ultimo. Mr. H. E. Sly,
our Consul, and Mr. W. C. H. Watson, the
Commissioner of Customs at this port, also
returned to the city at the end of August. Mr.
Sly, says the Chungking correspondent of the
N.C. Daily News, has been fortunate in
obtaining his home furlough for 15 months.
He will depart for the coast as soon as his
relief, Mr. W. F. M. Russell, who has been
appointed here as Acting-Consul, arrives. That
will be about the end of October. We all
heartily congratulate Mr. Sly, and our very
best wishes and hopes for his return go with
him. It is not likely, though, that he will be
reappointed here. One period in a lifetime in
this part of the globe is sufficient for any
ordinary man.

INTERNED RUSSIANS AT
KOWLOON.

The sixty one Russian marines, with four
officers, who were brought to Hongkong by
the ss. *Humber*, and interned here, left the
Commodore's ship *Tanwar* yesterday morning
for the quarters prepared for them at King's
Park, Kowloon. Military transport officers
superintended their removal to the camp of
internment, the moving occupying about an
hour. Very comfortable quarters they found
in the cantonment, where they may have to
abide a very long time. The officers have
spring mattresses and mosquito nets, and the
men can scarcely complain at the accommoda-
tion provided.

TELEGRAMS.

[FROM OUR OWN CORRESPONDENTS.]

RAILWAY DISASTER IN AMERICA.

LONDON, 26th September.
A railway collision at Knoxville, Ten-
nessee, resulted in 75 people being killed
and 120 seriously injured.

LADY CURZON'S ILLNESS.

LONDON, 26th September.
A successful operation has been perform-
ed on Lady Curzon.

OIL BLAZE AT CANTON.

CANTON, 26th September.
The oil tanks of Messrs. Arnhold, Kar-
berg, & Co., here, are on fire.

[REUTER'S SERVICE.]

ARCHBISHOP OF CANTERBURY'S
NARROW ESCAPE.

LONDON, 24th September.
A special train conveying the Archbishop of
Canterbury and Mr. Pierpont Morgan to
Washington, travelling at 60 miles an hour,
dashed into a derelict engine at East Brookfield.
The engine was completely smashed, but the
travellers escaped with a shaking; the Arch-
bishop's car remained on the track.

OUR SHIP-OWNERS "TOO TIMID."

The Marine Insurance Market correspondent
of the *Times*, writing on August 25th, said:—
I learn that, owing to the somewhat changed
conditions, Messrs. William Thomson and Co.'s
"Den" line steamers have not yet definitely
given up taking cargo for Japan. Their
steamers leave London once a month for the
Straits Settlements, Hongkong, and Japan.
Statements have been made that a very con-
siderable preference is being given by under-
writers in the matter of war risk insurance
rates to shippers of goods, whether contraband
or other, by German-owned steamers over
those shipped in British-owned boats. Very
careful inquiries have been made among
all those London underwriters who are specially
in this market, and they state that very little
insurance of goods by German-owned steamers
has been done in London, and that when it
has been done no preference has been given to
steamers of that nationality. There is a feeling
abroad that British owners may have been too
timid in withdrawing their boats from Japanese
ports.

"RIESITELINI" CAPTAIN TELLS
HIS STORY.

According to Reuter's special service corre-
spondent, Captain Rostchakowsky, of the
Riesitelini, captured by the Japanese at Chefoo,
had previously informed the Chinese authorities
that he did not feel secure, and had asked for
the return of some of his ammunition. The
Chinese naval officer replied that he was ordered
merely to report developments. The Russian
captain thereupon assembled his crew and
addressed them, saying that, as an attack was
possible, they were to sleep on deck with life-
belts under their heads. When the Japanese
lieutenant boarded the *Riesitelini* he was
followed by the crew of his boat with rifles and
bayonets. Captain Rostchakowsky protested.
"I am unable to resist," he said, "but this is a
breach of neutrality and of courtesy." Captain
Rostchakowsky then secretly commanded his
lieutenant to prepare gunpowder and to blow
up the ship. In order to gain time for this
operation the Russian captain argued the points
of international law bearing on the case with
the Japanese officer, who invariably replied by
commanding the Russian to get out into the
open sea for a fight or prepare to be towed out.
Meanwhile the command was issued quietly
for the Russians to resist with their fists in a
manner which would besdown them by the captain.
"The Japanese told me," said the captain, "that
if I would surrender as a prisoner my life
would be spared. The insult so stung me that I
struck the Japanese before I meant to, as I was
afraid that the explosive for blowing up my
ship was not yet ready. My blow knocked the
Japanese lieutenant overboard. In falling he
dragged me with him, he dropping into the
boat, I into the water. I clung to the lieuten-
ant's throat, pummelling him till my hold was
broken."

EUROPEAN YOUTH IN CHINA.

There is a future in the East for the Western
boy. But of what kind? Not that of a hower
of wood or a drawer of water. China has far
too many of that type of her own. It must be
something in which brain, education, and above
all scrupulous honesty are the chief requirements.
It will be a very long time before the majority
of native youths can hope to get the same class
of education as is given to the boy from a good
secondary school at home or in Shanghai, and
until he does get it he will not be able to com-
pete successfully with the Westerner in a
variety of ways. But it may also be predicted
that the easy dropping into situations which is
characteristic of the moment will cease. There
will by-and-by be more Western boys than
there are places, and then the fittest will survive.
Therein lies the lesson of the day for the youth
of the present. If he means to hold his own in
the time to come he must be prepared. There
were times when men could sit quietly under
Far Eastern plum-trees and wait for ripe fruit
to drop into their mouths. Those days are
gone.—*Daily News*.

THE WAR.

[FROM OUR OWN CORRESPONDENTS.]

ORLOFF SUPERSEDED.

LONDON, 26th September.
General Orloff has been deprived
of his command. General Gripen-
berg has been appointed to the com-
mand of the Second Army.

LAKE BAIKAL CIRCUMVENTED.

LONDON, 26th September.
The circum-Baikal Railway was
opened yesterday.

COAL CONSIDERED
CONTRABAND.

LONDON, 26th September.
Russia has notified Great Britain
of her decision that coal is "absolute-
ly" contraband.

[REUTER'S SERVICE.]

RUSSIAN CRUISERS' MOVEMENTS.

LONDON, 24th September.
The *Smolensk* has arrived at Suez and
the *Terek* has left Las Palmas for an un-
known destination.

COAL FOR VLADIVOSTOK.

LONDON, 24th September.
Double rates for coal are being offered at
Liverpool besides a bounty of 15/- per ton
if the blockade is successfully run.

(From Northern Papers.)

THE RUSSIANS ON THE OFFENSIVE.

TOKYO, 19th September.
Five or six battalions of the enemy made a
counter-attack yesterday evening on the right
of Yumotseshan, but were repulsed with heavy
losses. Yumotseshan is north-east of Yantai
and north of the colliery.

PORT ARTHUR.

TOKYO, 20th September.
The general attack on Port Arthur was
resumed yesterday. The fortress is being
attacked on three sides. The fleet is co-
operating. The Japanese this morning captured
the so-called Kuroptkin forts, on the right
and left of Shuiszying. Shuiszying is on the
railway just where it enters the hills on the
north side of the harbour.

ON TO MUKDEN.

TOKYO, 20th September.
The Japanese correspondents with General
Kuroki's force report that on the evening of
the 19th inst., the enemy with three guns
fired ten shells at the Yantai railway station
and retired. Outpost affairs are continuing.
At noon on the 17th, about six battalions of the
enemy attacked Pingtaise, 33 miles north-east
of Liaoyang. They were repulsed after three
hours' fighting, and were pursued for thirty
minutes. One Japanese corporal was wounded.
There were fifty Russian casualties, and they
left four dead. The enemy's cavalry are roving
about west of the main road.

PARSEE CRICKET CLUB.

The annual general meeting of the Parsee
C.C. was held on Sunday, at the premises of
Messrs. N. Mody & Co.
Mr. A. B. Avasia, the president of the club,
occupied the chair. There were also pre-
sent Messrs. J. M. Master, F. H. Arjane,
B. K. Mehta, J. Bhatnagar, R. B. Cooper,
C. Mowbray, and many others.
The report of the club shows that the club
had arranged to play 14 League matches, of
which ten were played, four scratched, and only
two of them won. However, in the match of
the season, played between the League XV.
and H.K.C.C. (1st eleven) on the ground of
the latter the Parsee player Mr. Jahangier
Norris played very nicely, making 16 runs.
Two prizes of twenty-five dollars each, presented
by Mr. H. Ruttonjee to the players that were
first in batting and bowling, were awarded.
Top players were—

Batting	Bowling
(1) J. D. Noria	(1) J. D. Noria
(2) J. N. Mehta	(2) R. B. Cooper
(3) R. B. Cooper	(3) D. R. Captain

Mr. Noria came first both in batting and bow-
ling and took away the prizes. The prizes
were awarded at a special tea-party at the
Parsee Club on 30th March.
The income and the expenditure of the last
year were nearly the same, and the secretary had
still \$153 in hand.
The committee took note of the lamented
death of Mr. Doraljee Norrojee, an honorary
member of the club. He had given great
assistance, subscribing to the funds and making
arrangements for the refreshments on match
days.
The following elections were proposed. Mr.
A. Avasia as president; Messrs. R. B. Cooper
and B. K. Mehta as Captain and Vice-Captain;
Mr. C. Mowbray as Hon. Secretary and
Treasurer; and Messrs. J. Chinoy and J.
Ruttonjee as committee members.

THE R.C. CATHEDRAL CAMPANILE

COMPLETION OF THE WORK.
For some time past the Roman Catholic Cathedral has been undergoing extensive alterations and additions, which, now that they are completed, add considerably to its architectural appearance as a whole.

On the south side of the Cathedral a porch has been added with direct approach to the nave. The columns and piers of the porch are of fine polished stone, with moulded stone bases, and plaster caps supporting moulded arches above which is some pleasing tracery of simple design, the whole being surmounted with a bold moulded coping formed into a gable over each of the five arches.

The campanile or belfry tower stands isolated in close proximity to the Cathedral, and rises to a height of 110 feet to the parapet, the total height to the cross above being 160 feet.

With the exception of the solid-looking base, which is of stone, the tower is constructed of Canton red bricks and is divided into four storeys, the upper one of which forms the belfry and contains a peal of five bells manufactured by George Brunel of Milan. The largest bell is dedicated to the Blessed Virgin Mary and weighs 1,900 kilos or 2,200 lbs. Its surface is richly embellished with small panels containing figures of the Blessed Virgin Mary and the Apostles, wrought in silver; and the Latin inscription "We trust in Thee" surrounds the whole. The other bells are dedicated to Saint Joseph, Saint Francis, Saint Alexander and Saint Anthony, and weigh 680, 480, 370 and 260 kilos or 1,522, 1,058, 814, and 572 lbs. respectively. These are similarly decorated with panels and figures of Saints and other symbolic enrichments, and have the following inscriptions written upon them in Latin:—

"Comfort us in our last hour."
"The voice of God is all powerful and grand."

"If God is with us who can stand against us?"

"Day and night I sing the praise of God."
Internally and externally the walls are finished off with plaster, the exterior being richly embellished with mouldings and ornaments of a leafy character.

At ground level the campanile measures 28 feet 6 inches, and is strengthened at each corner by two massive buttresses that project outward 4 feet, gradually receding as they soar upwards to the level of the belfry where they terminate.

On the top of the tower the four corners are finished off with gracefully tapered pinnacles, octagonal in shape, terminated by dainty finials which add considerably to the sparing effect of the whole structure. The design is essentially Gothic in feeling, in order to harmonise with the rest of the Cathedral and is treated in a broad and simple manner.

The eastern facade of the campanile is more richly embellished than the others, the entrance door way especially helping to impart a certain richness to the pile. It has a square-headed double door with wrought-iron ornamental hinges of pleasing design. Fine punched stone reveals and lintel, with the date of erection inscribed thereon and a deeply recessed arch and cove embellished with moulded tracery, supported by plaster columns and ornamental caps; and above there is some more tracery of similar design to that of the porch, which is surmounted by a row of beautifully modelled niches of rich design. The centre niche is considerably larger than the others and contains a life-size statue of Jesus of Nazareth holding a cross in his left hand (with one finger significantly pointing upwards), while the other hand is extended in mute appeal. These richly decorated niches are relieved by the simplicity of the wall arching immediately above.

The four external walls of the belfry are marked by slender shafts and decorated capitals of bold design. The massive cornice is composed of large and simple mouldings relieved here and there by a touch of ornamentation, in striking contrast to the very rich frieze below. The whole is crowned by a slanting roof of picturesque outline covered with green Westmorland slates and finished off with a gold-coloured wrought-iron ornamental cresting, surmounted by a Latin Cross. This graceful finish to a fine structure, together with its creamy tropical colour wash, and its favourable position at the foot of beautiful Glenahilly, allows the campanile to be prominently seen from all points of view.

Mr. W. Danby, M.C.E., was the architect of the campanile, which is not the least imposing of the many architectural works for which he is responsible in the Colony. The work was carried out under the supervision of Mr. W. P. Lambert, of Mr. Danby's office.

BRITISH TRADE OF WEIHAWEI

In the report on Weihaiwei for the year 1903, recently issued by the Colonial Office, it is stated that the increase in exports and imports is satisfactory, but there is still much room for improvement. There will be no great development until capital is attracted to Weihaiwei. It is true that silk is made, and that the manufacture of beehives has been commenced on a small scale, but what is desirable is that the silk, bonanace, and other industries should be started on a large scale, with sufficient capital to enable these products to hold their own in the market against those of Chinese ports. There can be no doubt that, as regards trade, there are many possibilities at Weihaiwei. What is wanted is capital to convert these possibilities, and it is hoped that when affairs in the Far East become more settled the chief requisite, capital, will be invested in commercial enterprises there. The leased area of Weihaiwei is 255 square miles, and the population is estimated at 150,000, including 2,000 on the island. The British sphere of influence adjoining the leased area covers 1,500 square miles. A report on the agricultural and afforestation possibilities of Weihaiwei by Mr. Dunn, Superintendent of the Botanical and Afforestation Department, Hongkong, is printed as part of the publication. We might make a cutting reference to these possibilities, but refrain.

HONGKONG FOOTBALL CLUB

The report of this club, to be presented at the annual meeting to-morrow (Wednesday), reads as follows: The accounts attached show a balance of \$447.10 to the credit of the Club on 31st August, 1904. The following is the record of the matches played:—

Rugby	Won	10
	Lost	9
	Drawn	1
Association	Won	7
	Lost	6
	Drawn	1

Points for
Points against
Goals for
Goals against

For 'specially useful play, caps and badges were awarded as under:—

RUGBY CAPS—Messrs. Boyd, Robertson and Chard.

ASSOCIATION BADGES—Messrs. Gray and Williams.

The six-a-side challenge cup was won by Mr. J. D. Danby's team.

Thirteen teams entered for the Association Shield Competition, which was won by H.M.S. *Abdion*. The Club beat the Naval Yard in the first round by 8 goals to nil, but was defeated by H.M.S. *Ocean* in the second round by 3 goals to 2.

The Shield fund shows a balance of \$40.76. The Club now consists of 304 members. During the season, 47 new members were elected.

The tenth annual dinner took place at the Hongkong Hotel on the 26th March last, and was attended by 43 members.

President: J. M. Atkinson; H. C. Sandford, Capt. Ragby, and Hon. Treasurer: J. W. C. Bonnar, Capt. Association: P. W. Goldring, C. T. Kew, A. R. Lowe, G. B. Macdonald, R.A., H. F. Chard, Hon. Secretary.

THE GYMKHANA CLUB

Entries for the fourth gymkhana meeting, to be held at Happy Valley on Saturday, 1st October, closed on Saturday. They were:—

ONE-AND-A-QUARTER MILE.
Hurdicap for all China ponies. Entries: Grafton, Pandur, Eclipse, Once More, Little Momo, Royal, Standard, Alarm.

HURDLE RACE.
For China ponies. Distance about 1 mile. Entries: Starling, Zuffall, Muscatel, Rocket and Glenburn.

LADIES' NOMINATION.
Gentlemen to start mounted, ride to nomination, dismount, nominator will tie a white dress tie round the gentleman's collar and will hand a dress swallow-tail coat (supplied by competitor) to rider, who must put it on and gallop back to winning post through a screen. No whips, spurs or bandages over horse's eyes allowed. The screen must not be broken by the hand, elbow or foot of rider. White ties supplied by the Club. Entries:—

Mr. W. A. Cruickshank nom. by Mrs. Peter. Mr. J. Johnston nom. by Miss Bird. Mr. J. Paterson.

Mr. N. H. Rutherford nom. by Mrs. Tulloch. Mr. Hall Brutton nom. by Mrs. Hall Wright.

DISTANCE HANDICAP.
Open to all comers. For horses, ponies and donkeys. Entries: The Biter, Once More, Amah, Arranapogue, Patsy, Bore, Dormouse, Mongoose, Mabelle, and The Prince of Ching-kiang (a donkey).

GYMKHANA CLUB CHALLENGE CUP.
For all China ponies. To be won by the pony scoring most marks in the races for the cup by the end of the Club's season, counting 4 for a first, 2 for a second, and 1 for a third. Penalties accumulative. One mile. Entries: Grafton, Pandur, Desert King, Ca Camy, Little Momo, Standard.

THREE-FURLONG FLAT RACE.
For all China ponies. Entries: Desert King, Eclipse, Starling, Ben Wyvis, Arranapogue, Zuffall, Muscatel, Rocket, Glenburn, Alarm.

SHANGHAI ST. GEORGE'S SOCIETY.

Over fifty Englishmen attended a meeting of this re-organised society on the 20th instant. Mr. H. M. Bovis, retiring President, was in the chair. The object of the meeting was to elect a Vice-President, and to decide on the manner in which the annual St. George's celebration should be carried out. The Chairman mentioned that since the Society was reconstituted on the 2nd August last, assistance had been rendered to several destitute Englishmen, which would seem to prove the necessity of some such society. There were now 152 members on the roll. (Applause.) Mr. G. Lanning proposed that Sir Polham L. Warren be elected President of the Society. Those who were in China in 1900 would remember, he said, what Sir Polham did for Englishmen at that time: his action was such as to make every Englishman proud of him, and he would be doing honour to the Society if he would accept the Presidency. (Applause.) Mr. J. R. Harding seconded and the motion was carried unanimously. Mr. A. P. Wood proposed, and it was seconded in two places, that Mr. H. M. Bovis be elected Vice-President. This was also unanimously agreed to, and Mr. Bovis returned thanks. The Chairman said the Committee's suggestion for the St. George's celebration was that a ball should be given at the Town Hall on the 9th of November, His Majesty's birthday, but that it should not be fancy dress. He moved a resolution to that effect and authorising the Committee to make the necessary arrangements for carrying it out. Mr. H. G. Gardner seconded, pointing out that the Society would have the advantage of giving the first ball of the season, and it was certain to be a success. The motion was carried unanimously, and the meeting broke up after passing a vote of thanks to Mr. Bovis for his services during the past year.

POLICE COURT.

Monday, 26th September.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

CHINAMAN v. EUROPEAN.

A Chinese clerk, Lo Yat Cho, of Messrs. Wilkinson and Grist's office, charged J. J. Gray, a European photographer, with assault. Mr. Beavis, solicitor, prosecuted. The complainant said that on the 15th inst. he put his bicycle outside a shop in Queen's Road Central to light the lamp, when defendant came up, and poked him in the ribs. Complainant asked defendant what he meant, and the other replied that he had not hit him at all. He (defendant) then, however, struck him twice. Dr. Jewhawk gave evidence that the complainant went to him on the night of the 15th inst., when he found the man with no physical wounds, though there was a slight swelling on the neck. Inspector Dymond and Sergt. Macdonald said they saw no marks on the complainant at the time in question.

Mr. Kemp said that complainant had no right to follow the defendant. He fined the latter \$1.

EXTRADITION.

Regarding the extradition of a Chinaman required by the Canton authorities, on a charge of robbery, Mr. Kemp said that the accused should go to prison to await the further order of the Governor. He would not in any case be surrendered for 15 days, and during that period he might apply for a writ of *habeas corpus*.

A JUVENILE THIEF.

A Chinese youth of 16 years was sentenced to receive 12 strokes of the birch for stealing a jacket.

BEFORE MR. E. D. C. WOLFE (ACTING SECOND MAGISTRATE).

LARCENY FROM THE NAVAL YARD.

The store-keeper of Messrs. Punchard, Lowther and Co. charged a Chinaman with larceny of solder, valued at \$1.25, from the Naval Yard extension works. After Mr. Wolfe had convicted the man complainant asked His Worship to make an example of him. They estimated that they had lost some 1,500 lbs of the stuff, valued at \$750. "It was very easy for many to watch one, but very difficult for one to watch many."

One month's hard labour, and six hours' stocks.

WHIPPING FOR A BOY.

Wan Tak, a Chinese boy of 12 years, was charged on remand with stabbing a companion of about the same age, while playing at marbles. The complainant said that some other boy shoved the complainant on to him. He had drawn the knife just to frighten the complainant, because the latter cheated. The complainant received a nasty wound on the arm. With the consent of the defendant's brother Mr. Wolfe sentenced the defendant to receive ten strokes of the birch.

UNLAWFUL POSSESSION.

For unlawful possession of an iron bar, property of the Hok On Cement Co., of Hangchow, a Chinaman was fined \$30 or one month's imprisonment.

A DANGEROUS TRUCK.

Two men—two others had run away—were charged with driving a truck recklessly. The truck was laden with a big log of wood. It got the "upper hand" of them and they let it charge down the hill-side at Lyndhurst Terrace. Luckily it was brought up by a fire-hydrant at the side of the road. The defendants were fined \$7 each.

ILLICIT OPINION.

A woman, with a previous conviction, was fined \$100 for unlawful possession of illicit opium.

AN IMPUDENT WOMAN.

A woman was charged with hawking without a licence, and with resisting the police. When she was asked to produce her licence she produced one bearing the photograph of a man, and tried to convince the Sikh policeman that it was her likeness. Three men interfered in the matter. These and the woman were sentenced to 14 days' hard labour for so behaving; while on the charge of hawking without a licence the female defendant was discharged with a caution.

ANOTHER EMIGRANT CASE.

Three Chinese charged two defendants with unlawfully bringing them here from Pakhoi for purposes of emigration. The complainants, it appears, came along with a batch, believing they would get work at Hongkong, and not be sent on to Singapore. The rest of the batch did not care where they went, and did not object when the emigration runner told them he was going to ship them west. Two of the complainants, however, gave one of the defendants into custody, and the other was subsequently arrested. After further evidence, the case was remanded.

QUICK-FIRERS FOR INDIA

The quick-firing guns which Roullet refers to as having been ordered at Woolwich for India are, says the *Straits Times*, merely part of a consignment for the re-arming of the Indian field batteries for which provision was made in Sir Edward Law's last Budget. The only urgency about their supply is to enable them to be completed and paid for before the close of the current financial year, when in accordance with the existing Indian custom any unspent portion of the grant sanctioned for their purchase will lapse. The order sent home was for the re-arming of both the Field and Horse Batteries in India, and the number of guns requisite for this purpose is so large that it is by no means an easy matter to get them all completed and sent out before next April.

MARINE COURT.

Monday, 26th September.

BEFORE HON. CAPT. L. BARNES-LAWRENCE, R.N. (MARINE MAGISTRATE).

RULE OF THE ROAD.

Mr. H. Stiles, of Messrs. Siamson & Co., charged Ip Fuk, master of the river steamer *Saiwing*, with unlawfully failing to observe the rule-of-the-road. Complainant said that at about 9.30 p.m., on the 17th inst., he left Hongkong on the launch *Kong Wo*, having the house-boat *The Sripe* in tow. When they passed beyond the harbour limits, and about half-a-mile this side of Cap-sui-moon Pass, they got into the house-boat. After passing Cap-sui-moon they again got into the launch, having observed the regulation lights burning. A steamer was then seen right ahead. When she neared to within some three to four hundred yards distant the *Kong Wo* gave a short blast, but the other steamer paid no attention. When within 200 yards from the approaching vessel another blast was given, and the vessel was headed to starboard. The approaching craft then gave one blast and altered her course to port, thus bringing the *Kong Wo* into close proximity. The *Kong Wo* described a circle to keep clear, and thus escaped an accident.

Further evidence was led.
The defendant was convicted and fined \$20, or seven days' imprisonment.

A BERLIN JOURNAL'S SKIT.

The *Gegenwart* gives the following imaginary conversation between the Tsar and his Imperial Majesty's War Minister, under the title of "Kuropatkin's Offensive":—

Tsar: Delightful news! You almost make me forget Königsberg! 80,000 men, you say, the Japanese lost the day before yesterday at Port Arthur?

War Minister: Such is the Chinese announcement.

Tsar: And Stoessel wires me that, according to Chinese rumours, 10,000 of the enemy have fallen at Wolf's Hill, and somewhere else another 15,000—that's a total of 105,000. (Relapses into deep thought.)

War Minister: Thus it would appear that Port Arthur is in a position to maintain itself now on its own strength, sire. One might safely let Kuropatkin retire a little farther.

Tsar (dreamily): Dear me, how was it? Didn't you assure me only the other day that Nogi had barely 100,000 men before Port Arthur?

War Minister: Certainly so, sire; the news came through the most authentic Chinese sources.

Tsar: Capital! According to that, then, there cannot be one single Japanese soldier left outside the fortress. Stay! Better still! 5,000 less than none of all! Wire Kuropatkin instantly telling him to take the offensive. Stoessel can march towards him from Port Arthur; then the Japanese will be caught between two fires! Grand idea, eh?

War Minister: Splendid, sire! One can recognise it as your Majesty's own at once. I would only—and most submissively—suggest one small variation, so as, in the merciful spirit of your peace-loving Majesty, to spare as much bloodshed as possible.

Tsar: I understand. Kuropatkin is to deal with the enemy in the same way Stoessel has; keep on having small skirmishes with heavy losses to the other side.

War Minister: Precisely, sire. Until Kuroki's army, too, has been reduced to nothing—less 5,000. Ah! What a privilege it is to be graciously permitted to work with your Majesty! No Minister need think, since your ever-gracious Majesty deigns himself to do so.

Tsar: The only question now is as to how long and how far Kuropatkin will have to go on retreating in order to "draw" the enemy?

War Minister: If necessary, as far as St. Petersburg; a Siberian winter would do those yellow devils good.

Tsar: Oho! 180,000 men. If we put Kuropatkin's retreat to occupy about 180 days, then the Japanese losses will have to be 1,000 a day.

War Minister: Oh, that's a mere trifle! My Chinese sources can manage that in a jiffy!

Tsar: Very well. Then let us see that there be more "victorious retreats," and a "forcing back of the enemy" to St. Petersburg! Not that I shall be quite easy about the issue of this war until I see the Japs at Warsaw.—*Pall Mall Gazette*.

MASTICATION.

Those readers who failed to be properly impressed by what we had recently said of the Mastication Mission in America, may be more pleased with a frivolous comment on the movement by "M.S." in *The Outlook*. Here are the last half dozen verses:—

The system, then, that now is mine,
I'd not for tons of golden ore sell,
For when I breakfast, lunch, or dine,
Without exception I assign
Just eighty bites to every morsel.

'Tis true, I fear, 'tis not delight,
That Janet, watching me, is feeling,
For when I feed, at morn or night,
I well and truly count each bite,
With positive gaze fixed on the ceiling.

It pains me much to hear her vow
(I know no wit more mordant than hers)
That I have quite convinced her now,
I take the can inactive cov,
As model for my table manners.

Yet to a d'way I'll not revert,
Till of intelligence I want rays,
Though mightily she seems sorely hurt,
That, when she's finishing dry eat,
I am inquiring for the cruties.

So, let the hours go fleeting by,
I will not risk my health's undoing,
And seated at the table, I
Will slowly, resolutely
The lengthier processes of chewing.

Thus shall I find life passing sweet,
And health improving past all question,
For, having said grace after meat,
At midnight, I shall rise rapote,
With—not much fear of indigestion.

ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

LONG, HING & CO.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Chee).

138

Hongkong, 8th August, 1904.

LORD ROSEBERY ON THE ANGLO-FRENCH AGREEMENT.

Lord Rosebery has written an extraordinary letter relating to Mr. M. Adolphe's "The Truth about Morocco," in which the Ministers responsible for the Anglo-French Agreement are arraigned for handing over Morocco to France. The letter, which illustrates chiefly the way in which party politics can bias a man's opinions, appeared in the *Times* as follows:—

38, Berkeley-square, London W. August 4th (Biscuitary of the Occupation of Gibraltar).

My dear Sir,—I am grateful for "The Truth about Morocco," and welcome its appearance, though, of course, I do not bind myself to all its propositions or opinions, and though it comes a little late. All criticism of the Anglo-French Agreement (though that instrument is so much worse for us than the author of the book foreboded) is lost in a generous clamour of pleasure at good relations with France. I doubt if there be any who do not share in that pleasure; no one certainly feels it more completely than I. It is therefore an ungracious task to criticize what gives so much innocent satisfaction. But in my judgment this unhappy Agreement is much more likely to promote than to prevent unfriendliness in the distant future. The pity is that people here seldom interest themselves even in the most vital details of foreign affairs, and I can only hope that "The Truth about Morocco," written by an expert, will open some eyes, at any rate, to this disastrous transaction. No one, I am convinced, can read it without realizing the dangerous and needless concession which has been made; no one certainly can read it and profess not to be forewarned. For my mournful and supreme conviction in the matter is that this Agreement is much more likely to lead to complication than to peace.

I am, my dear Sir, yours faithfully,

ROSEBERY.

SHIPPING NOTES.

STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of China* arrived at Shanghai at midnight on Friday, the 23rd Sept., and left again at 8 p.m. on Saturday for Hongkong, where she is due to arrive at 10 a.m., to-day.

The C.P.R. steamer *Athenian* arrived at Shanghai at 10.30 a.m. on Saturday, the 24th Sept., and left again at 7 a.m. on Sunday for Hongkong, where she is due to arrive at 6 a.m., to-morrow.

The C.P.R. steamer *Empress of Japan* arrived at Nagasaki at 8 a.m. on Monday, the 26th Sept., and left again at 4 p.m. same day for Kobe, where she is due to arrive at 7 p.m., to-day.

The A.L. steamer *Austria* left Manila for this port on the 25th Sept.

MISCELLANEOUS.

The Dutch s.s. *Halaban* arrived from Sumatra yesterday with 520 tons of bulk oil.

The s.s. *Catherine* *Apar*, from Calcutta yesterday, reports moderate easterly winds and fine.

The P. & O. intermediate s.s. *Pera* arrived from London yesterday with 3,549 tons of cargo, including 39 tons of explosives for the Government, for this port.

The "Blue Funnel" s.s. *Tydeus* reports a fine passage from Singapore.

The s.s. *Wuhu* has arrived from Saigon with 2,000 tons of rice for Messrs. Butterfield and Swire.

The Norwegian s.s. *Viking* arrived from Bangkok yesterday with 1,800 tons of rice for Messrs. Sander, Wieler and Co.

The s.s. *Tai Shan* brought Messrs. Bradley & Co. 2,000 tons of sugar from Java. She experienced a typhoon on the 23rd inst. in Lat. 19° N., Lon. 115° E.

The German s.s. *Emma Layken* brought 36,000 piculs of sugar, some ground-nuts, and other merchandise, from Java for Chinese consignees.

The German s.s. *Dagmar* brought 2,000 tons of rice from Bangkok for Messrs. Butterfield and Swire.

The German s.s. *Nicomedia* arrived from Portland, Oregon, yesterday with 5,228 tons of flour and some timber for the Portland and Asiatic S.S. Co.

Fine weather, except at the Formosa Channel, prevails between Hongkong and Manila.

NEW STEAMER FOR THE MOUL LINE.
Messrs. Russell & Co., Port Glasgow, have launched a steel screw-steamer for the Eastern trade of Messrs. Gellatly, Hankey & Co., London, of the Moul Steamship Company.

The new steamer, which is built to the highest class at Lloyd's, is of the shelter-deck type, and of the following dimensions:—408 feet over all by 52 feet beam extreme and 29 feet 11 inches depth (moulded). She is designed for a deadweight carrying capacity of about 8,500 tons on Board of Trade summer freeboard.

The new steamer, in addition to having extra ventilation, and extra cargo ports, is arranged to accommodate a Chinese crew aft, and is otherwise specially fitted up for the trade in which she will be engaged. The vessel was named the *Ghaeze*.

A BUOY ADRIFT.

Captain Jas. M. Hay, of the s.s. *Hop Sang*, on arrival at Singapore from Hongkong, reported that at 5 p.m. on the 4th, while in Lat. 20 degrees 28 min. N. and Long. 113 degrees 45 min. E. he sighted a conical shaped red buoy right ahead on the ship's course.

The ship's course was altered to pass 200 yards off the buoy. A boat was lowered and Chief Officer Evans went to inspect the buoy. It was found to be a channel-marking buoy probably from the Hainan Straits. It would have detained the ship to have sunk the buoy, and it was taken on board, as the captain considered it a danger to shipping.

The buoy had 47 fathoms of steel wire and 23 fathoms of chain attached to it. The buoy is in good condition and must have drifted about 175 miles if it is the Hainan Head red buoy, which the captain surmises it is.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 26th at 11.20 a.m. The barometer has risen generally, but is falling slightly in N. China.

The typhoon in the Pacific is moving to the N.E. and only slightly affects the southern coasts of Japan.

Moderate N.E. winds may be expected in the Formosa Channel and fresh to strong E. winds in the northern part of the China Sea. Forecast—Fresh E. winds, cloudy, fair.

TRADE MARK.

TELEPHONE No. 133.

HAVE YOU TRIED

INSURANCES

THE UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO.

Hongkong, 1st January, 1904. 105
AACHEN AND MUNICH FIRE INSURANCE CO.
OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.

Hongkong, 21st April, 1897. 9

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LARRAIK & CO.

Hongkong, 17th August, 1887. 2

NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.

TURNER & CO.

Hongkong, 23rd September, 1903. 267

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1903

416,888,850.

I. AUTHORIZED CAPITAL... £3,000,000

SUBSCRIBED CAPITAL... 2,750,000

PAID-UP CAPITAL... 887,500 6 0

II. FUND FUNDS... 3,056,961 12 3

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.

Hongkong, 13th June, 1904. 1888

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS & CO.

Hongkong, 28th April, 1904. 1121

BONZOLINE.

The SUBSTITUTE for IVORY in the TROPICS. Does not crack or change its shape as coloured throughout and always keeps its colour.

Has the same hardness, slick and elasticity as the very best ivory.

BONZOLINE BILLIARD BALLS, size 2 1/8 inch.

Rs. 31/3 set of three.

BONZOLINE POOL BALLS, size 2 1/8 inch.

Rs. 12/6 set of twelve.

BONZOLINE PYRAMID BALLS, size 2 1/8 inch.

Rs. 16/3 set of sixteen.

BONZOLINE SNOOKER BALLS, size 2 1/8 inch.

Rs. 23/1 set of twenty-two.

C. LAZARUS & CO.

BILLIARD TABLE MANUFACTURERS,

60 & 61, BENTINCK STREET,

CALCUTTA. 3119-2

HIRANO WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST

Bottled in Japan by H. E. RETNELL & Co.

Beware of JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS

Hongkong, 31st July, 1903. 1898

SIEN TING.

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st March, 1903. 1227

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the Highest Class AERATED

WATERS in the Far East on account

of their High Class Machinery and also of

the superior ingredients they use in the manufacture

of their goods, and the cleanliness, &c., are all

under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and

HINCHLIF, LIMITED, Aerated Water

Engineers and Chemists, Manchester, visited our

factory recently in the course of a tour amongst

Eastern Aerated Water Makers, and was greatly

surprised at the compactness of our factory and

also the methodical way in which everything

pertaining to the making of Aerated Waters

was carried out. He also expressed himself

strongly on the absolute cleanliness of our

whole establishment, which he secured us was

equal to any he had yet visited and superior to

a great many. He also reported that the

quality of our goods was of a first-class nature,

and they showed that scrupulous care was

exercised in the course of their manufacture.

Order Books and Price List. Please apply to

FACTORY and OFFICE, West Point. Tel.

367. Depot, Ice House Street. Tel. 374.

F. P. DANENBERG,

General Manager.

Hongkong, 11th May, 1904. 1222

CANTON TRADE REPORT FOR 1903.

Mr. R. de Luca, the Acting Commissioner of Customs at Canton, says in his trade report for 1903:

It is satisfactory to have to report that, according to the figures of the appended statistics, the trade of Canton for the period under review shows a substantial increase as compared with that of the previous year, and indications are not wanting that this favourable state of affairs will continue.

The situation in Kwangtung has improved of late, and the disturbances in the neighbouring province of Kwangsi, which recently caused much uneasiness, have been, to a certain degree, checked, and the outlook there is generally more hopeful. Piracy is still, unfortunately, prevalent, and more energetic and effective measures adopted for its suppression, confidence would be restored and trade encouraged to no small extent. It should, perhaps, be explained that the word "piracy" in this connection is at times somewhat of a misnomer, and the lawlessness and outrages referred to might in many cases be more correctly described as ordinary robbery. The bad effect on trade, however, is none the less apparent, and rightly gives cause for serious complaint. Both rice crops were excellent, and the abundance and consequent cheapness of this important staple contributed materially towards the expansion of trade referred to above, and more particularly towards the latter half of the year. It is indeed a truism in China that the prosperity of a district may be said to be largely dependent on the rice crop, and the year 1903 was especially favoured in this respect, being the best recorded during the last 30 years. Nevertheless, owing to the abnormal shortage of rice in this province in the previous year, it was at first necessary to have recourse to large importations from Wuhu, and these unprecedented shipments, amounting to nearly 7,000,000 piculs, most of which were contracted for in advance, continued to arrive until the autumn, when the benefits of the plentiful spring crop became apparent and the price fell some 30 per cent. In this connection some speculation was indulged in, and an attempt made to form a corner in rice. The Viceroy, however, wisely intervened, and the price was kept within reasonable limits. It may be here mentioned that even in ordinary years the local production of rice in the province is never equal to local requirements, and large importations are always necessary to supplement the deficiency. The greater part of the rice thus imported comes from abroad—principally Saigon—while the balance is brought from the Yangtze. The net value of the year's trade amounted to Hk. Tls. 110,559,825, which is the largest on record, and Hk. Tls. 30,815,119 more than that of the previous year.

REVENUE.—The total collection for 1903 amounted to Hk. Tls. 2,908,004, or Hk. Tls. 316,344 more than for the record year, 1902. This substantial increase, although mainly due to actual expansion of volume of trade, may be partly accounted for by a diversion of the carrying trade from junks to steamers—the slowness of transit in the case of the former being now no longer compensated by preferential fiscal treatment, has naturally resulted in the quicker and safer mode of conveyance being more freely availed of.

FOREIGN TRADE.—(a) Imports.—The net value of imports was Hk. Tls. 23,633,179, which is more than Hk. Tls. 7,000,000 in excess of the figures for 1902. This noteworthy advance is to some extent, due to the heavy importation of rice—already mentioned—which, while not increasing the revenue, has considerably added to the total value of the trade. Imports have necessarily been hampered by the lawlessness and fluctuations of exchange, which often tended to render commercial transactions arranged for in advance too speculative to be satisfactory. Many merchants suffered in consequence, but principally those whose contracts were made in the spring, when exchange was low, and whose goods, arriving when exchange had risen a little, were disposed of at a value too low to be profitable. Cotton piece goods have been in good demand, and a general all-round increase is noticeable. Grey shirtings have advanced to 152,731 pieces, as compared with 115,830 pieces during the previous year; dyed shirtings have likewise been imported in growing quantities; 42,581 pieces of Telotris arrived, against 32,196 pieces in 1902; and chintzes and furnishings have advanced from 18,444 pieces in 1902 to 45,794 pieces. The importation of towels continues to increase, and it is gratifying in this connection to also be able to record a large demand for soap, which if judged by statistics, is becoming more popular year by year. The movement of cotton yarn does not call for special notice—104,695 piculs of the Indian article were imported, as compared with 103,036 piculs in 1902. The trade in woollen goods shows no sign of improvement, nor is there much probability of its ever increasing much in a district situated so far south as Canton. The importation of kerosene oil during the year is the largest yet recorded, and amounted to 10,720,237 gallons, or about 11 million gallons more than during the previous year; most of this oil arrives in bulk, is tinned locally, and sent inland under transit pass. Japan matches also show an increase, and over 1,200,000 gross were imported, against 1,100,000 gross in 1902. Metals like other bulky goods, come here principally by junk, and what passed through the Foreign Customs shows little fluctuation as compared with 1902. Nail-rod and bar iron have considerably increased, but other items under this heading do not require special mention.

Exports.—The total value of this division of the trade reached the large sum of Hk. Tls. 48,709,516, which is Hk. Tls. 9,209,551 more than the figures for the previous year. Exchange favoured exports, and the year is said to be a fairly satisfactory one for traders. Nearly all the principal articles of export have increased. Cassia lignea has advanced some 6,000 piculs over the figures for 1902 to 55,220 piculs for the period under review; firecrackers, from 17,481 piculs to 32,365 piculs; and paper, from 15,062 piculs to 19,143 piculs. Human hair continues to be sent away in large quantities, and this year the exportation amounted to 1,782 piculs, valued at about Hk. Tls. 65,000. The total export of tea compares favourably with 1902. The quality of exported paper—the principal branch of this trade—was poor, and although prices ruled high during the season the supply

was barely equal to the demand—14,011 piculs were shipped, as compared with 9,538 piculs in 1902. Scouted orange pekoe has almost entirely gone off the market, but Congou maintains its position and shows a slight advance over 1902. Considerable quantities of Kulos are exported for Chinese consumption abroad. The statistics in respect to matting record an increase of some 20,000 rolls exported as compared with the figures for 1902. The season, however, cannot altogether be regarded as a successful one from a trade point of view. The market opened well, but in the autumn an advance in the price of steam absorbed a portion of the profits. The most necessary to supply meeting of inferior quality, and at one time it was feared that the trade would suffer in consequence. The Matting Guild interfered, however, and endeavoured to maintain a higher standard. It is hoped that its efforts will prove successful, as otherwise the ultimate effect on the matting business cannot but be harmful. About 80 per cent. of the matting shipped from Canton now goes by steamer, while formerly most of it went by junk by reason of the cheaper freight and more favourable fiscal treatment. The foreign demand for silk has weakened somewhat of late, and the trade here has been adversely affected in consequence. There was considerable inquiry at home, however, during the spring, and exports were fully disposed of, but towards summer consumption is said to have slackened, with the result that values gave way with steadily increasing stocks. Many of which are being taken into 1904. With few exceptions, the quality of raw—of which 34,709 piculs were exported, against 37,514 piculs in 1902—shows no improvement; there is a noticeable increase in the number of good filatures. The export of waste remains much the same, and calls for no special comment. Cocoons have been in good demand and have been sent away in increased quantities—the figures being 3,140 piculs, against 2,531 piculs in 1902. The fluctuations in exchange—referred to elsewhere—have not been conducive to steady profits, and the year has been far from a remunerative one for native traders.

(c) Re-shipment Consignment.—No remarks.

(d) Coast Trade.—(i) Original Shipments Consignment.—The trade to coast ports continues to expand, and the total value of shipments during the year amounted to Hk. Tls. 4,698,763, or nearly Hk. Tls. 1,000,000 more than in 1902. The principal items exported coastwise were silk piece goods (valued at Hk. Tls. 709,007), buttons, fans, gummy bags, joss ornaments, leather, mirrors, opium lamps, sugar, and prepared tobacco.

(ii) Re-shipment Consignment.—No remarks.

(b) Coastwise Arrivals.—The value of this section of the trade was Hk. Tls. 38,927,489, and the corresponding figures for 1902 were Hk. Tls. 24,745,842. This advance appears at first sight very considerable and implies a general improvement of trade, or, on closer examination, however, it will be seen that the rice brought from the Yangtze is responsible for over 40 per cent. of the total value. Large quantities of cotton piece goods are sent inland for distribution in this province and in Kwangsi; of sundries, the most noticeable items are matches and kerosene; 1,553,000 gallons of the latter went to various localities in Kwangtung, 737,100 gallons to Kwangsi, and 368,750 gallons to Kweichow.

(c) Inland Transit.—(i) Inland.—The steady increase of this branch of the trade observable, with few exceptions, for some years past still continues, while transit outwards has declined. Large quantities of cotton piece goods are sent inland for distribution in this province and in Kwangsi; of sundries, the most noticeable items are matches and kerosene; 1,553,000 gallons of the latter went to various localities in Kwangtung, 737,100 gallons to Kwangsi, and 368,750 gallons to Kweichow.

(ii) Outwards.—Transit outwards has fallen off considerably as compared with the previous year, and only 36 passes were surrendered.

(b) Shipping.—3,257 vessels (exclusive of steam-launches plying under Inland Rules) entered and cleared, representing a tonnage of 5,229,583—a gain of 684 vessels and 937,319 tons over 1902. This advance is explained by the fact that two new river steamers—one of which is over 1,000 tons register—have been placed on the daily run to Hongkong and also by the unusually large number of rice-laden steamers which entered during the year. The number of entries and clearances of steam-vessels working under Inland Steam Navigation Rules was 149,512, aggregating 3,284,038 tons. When Kungmoon and the additional "ports of call" on the West River are opened to trade and the railway to Hankow completed, a fresh stimulus will doubtless be given to shipping interests and trade generally, and the unvalued natural waterways of the delta will be taken advantage of and exploited to the greatest extent. There were no serious casualties to shipping during the year, beyond the minor mishaps to be expected on a busy and crowded river. A remarkable feature in connection with the large number of launches plying in the harbour and district is the admirable manner in which they are handled by their native crews, and considering the large traffic, the immunity from accidents enjoyed by them is extraordinary and cannot be attributed solely to the proverbial luck of the Chinese.

7. PASSENGER TRAFFIC.—The passenger traffic to and from Hongkong, Macao, and various smaller places in the neighbourhood is growing yearly. 7,639 foreigners and 764,895 natives

arrived. Of these, 6,353 foreigners and 695,040 natives were from Hongkong, 6,622 foreigners and 731,737 natives left—5,612 and 683,181 respectively being for Hongkong. The majority of the foreigners are transient visitors, arriving, generally, in the morning and leaving again in the evening. The above figures do not include traffic inland by launches and their tows, of which we have no reliable statistics; a very large number of Chinese undoubtedly take advantage of the many facilities in this respect, and the number of launches engaged in this branch of the trade is very large and is increasing yearly.

8. TREASURE.—The value of silver dollars imported from abroad was Hk. Tls. 3,515,653, and from Chinese ports, Hk. Tls. 9,420—aggregating, including Sycee, Hk. Tls. 4,391,925. The total export of silver, principally dollars, amounted to Hk. Tls. 14,192,291. These figures only refer, of course, to such bullion as is reported to the Customs House, and give an inadequate idea of the total treasure arriving in, and sent away from, Canton.

9. OPIUM.—(a) Foreign.—The importation of foreign opium has steadily increased during recent years, as will be observed by the comparative figures below. The demand has been brisk throughout 1903, notwithstanding that the price rose in the case of Patna and Benares to about Hk. Tls. 800, including duty and likin, per picul, and the market quotation for Malwa also shows a considerable rise as compared with that for 1902. The Cantonese prefer the foreign to the inferior but cheaper native opium.

FOREIGN OPIUM IMPORTED INTO CANTON.

1902. 1903. 1904. 1905. 1906.

Piculs. Piculs. Piculs. Piculs. Piculs.

6,000 9,014 8,009 8,397 9,150

(b) Native.—The amount of native opium passed through the Customs here continues insignificant, but considerable quantities reach the province by overland routes. It is used extensively to blend with the Indian article, and the mixture is largely availed of by the poorer classes, who find it preferable to the native, and cheaper than the foreign drug.

10. MISCELLANEOUS.—The most interesting and important event of the year was the opening of the branch line of the Canton-Hankow Railway to Futsan and Samshui. The supervision of the Native Customs department continues to progress favourably and to work smoothly. The junk trade has decreased somewhat during the year in favour of steamers, and the falling off is more apparent in the case of regular traders between Hongkong and this port. The reason for this retrogression has been already referred to under the heading of Revenue. All bulky goods, however, such as railway materials, stone, coal, etc., continue to be carried in native boats. The revenue collection is estimated as about the same as that for the last corresponding period. The various barriers, or artificial obstructions to navigation in the Canton River, have been surveyed by the revenue steamer *Faiho*, in anticipation of their being ultimately removed, in accordance with the stipulations of the Mackay Treaty recently ratified. It is expected that their removal will simplify dredging work, in connection with the proposal to improve the accommodation for shipping in the harbour, besides rendering the approaches to Canton safer and easier. The Imperial Post Office records for 1903 are encouraging reading, and it is satisfactory to chronicle a general increase and expansion in all departments. New agencies were established in 51 district cities and 21 towns during the year. The post office now functions in about 120 towns and villages in this district, and is being more availed of and appreciated year by year. The parcel post has become very popular with all classes. Over 20,000 parcels were dealt with, weighing some 69 tons and valued at about \$334,000, the duty on which amounted to Hk. Tls. 12,450.

BEFORE GOING TO BED

CALVERT'S CARBOLIC Tooth Powder

This unique antiseptic dentifrice is well-known by its pink colour, pleasant taste, fragrant odour, and thorough efficiency.

F. C. CALVERT & Co., Manchester, Eng.

68-3

VISITORS TO CANTON

Should purchase "FROM HONGKONG TO CANTON BY THE PEARL RIVER."

BY CAPTAIN C. V. LLOYD (S.F. "HANKOW" With Illustrations, Maps and Plans.

Price.....\$1.30

On Sale at—

Hongkong: "DAILY PRESS" Office.

Messrs. KELLY & WALSH.

Messrs. W. BREWER & Co.

Messrs. A. S. WATSON & Co.

Hongkong, 4th October, 1903.

THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.

ALEXANDRIA & CAIRO, EGYPT.

FINEST EGYPTIAN CIGARETTES.

TRADE MARK.



LOTUS.

Large Size \$5.00 per 100

Gold Tippee Medium Size

\$3.75 per 100

ZAFAR.

Large Size \$4.60 per 100

Medium Size \$4.20

KARIM.

Large Size \$3.75 per 100

Medium Size \$3.50

THABIT.

Large Size \$3.00 per 100

Medium \$2.75 per 100

SOLE AGENTS FOR HONGKONG:

KRUSE & CO., CONNAUGHT HOUSE.



MITSU BISHI GOSHI-KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

Cable Address: "IWASAKI,"

which applies to all Branch Offices and Hong-

kong and Shanghai Agencies.

A1, ABC 5th Edition, Western Union Codes

used.

All Letters Addressed:—

MANAGER, MITSUBISHI CO., with name of

place under.

BRANCH OFFICES:—

NAGASAKI, MOJI, KOBE, KARATSU

AND HANKOW.

AGENCIES:—

SHANGHAI: H. J. H. TRIPP.

HONGKONG: H. U. JEFFRIES.

MANILA: COMPANIA MARITIMA.

YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial

Japanese Navy and Foreign Navies; the

Imperial Arsenal; the Imperial Railway;

Sanyo, Kishu and the other Principal Rail

ways; Industrial Works; Home and Foreign

Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong,

SHIPPING.

ARRIVALS.
BAYERN, German str., 3,125, H. Formes, 26th Sept., from Yokohama and Shanghai 24th Sept., via Hongkong, Mails and General.—Melchers & Co.
CALLIBINE APCAR, British str., 1,730, A. Stewart, 26th Sept., from Calcutta 10th Sept., via Hongkong, Mails and General.—David Sassoon & Co.
HALAHAN, Dutch str., 395, J. Steendam, 25th Sept., from Singapore, 24th Sept., Kerosene oil, Arrived, Karberg & Co.
LEOASPI, American str., 563, D. Yrilar, 26th Sept., from Manila 23rd Sept., General.—Barretto & Co.
LOONGMOON, German str., 1,245, Kalkofen, 26th Sept., from Canton 25th Sept., General.—Siemens & Co.
NICOMEDIA, German str., 1,664, A. Wagner, 26th Sept., from Portland 31st Aug., Flour, Portland and Asiatic S. S. Co.
PERA, British str., 7,636, Valentini, 26th Sept., from London and Singapore 26th Sept., General.—P. & O. S. N. Co.
TYDEUS, British str., 4,730, M. H. F. Jackson, 26th Sept., from Hongkong 23rd Sept., General.—Butterfield & Swire.
VIRING, Norwegian str., 914, Th. O. Danielson, 26th Sept., from Bangkok 18th Sept., Rice.—Sunder, Weller & Co.
WUHU, British str., 1,257, E. Richards, 25th Sept., from Saigon 21st Sept., Rice and Rice-flour.—Butterfield & Swire.
YUKSANG, British str., 1,125, F. Wheeler, 26th Sept., from Manila 23rd Sept., General.—Jardine, Matheson & Co.
ZAFIRO, British str., 1,611, R. Rodger, 26th Sept., from Manila 24th Sept., General.—Shewan, Tomes & Co.

CLEARANCES.
AT THE HARBOR MASTER'S OFFICE.
 26th September.
Alcinous, British str., for Shanghai.
Hallahan, Dutch str., for Tientsin.
Loongmoon, German str., for Shanghai.
Sansan, German str., for Swatow.
Tuam, British str., for Ningpo.
Tringale, British str., for Sourabaya.

DEPARTURES.
 26th September.
KWANGLEE, Chinese str., for Canton.
MEEFUO, Chinese str., for Shanghai.
SISHAN, British str., for Newchuan.
YVR, Norwegian str., for Hongkong.

VESSELS IN DOCK.
 26th September.
ABERDEEN DOCKS.—U. S. S. Pathfinder, Kongnam, Shawmut, Lila, Shalala.
COSMOPOLITAN DOCK.—

VESSELS PASSED ANKER.
 Sept. 7, British str., Promethea, Moir, from Amsterdam for Batavia.
 Sept. 7, Dutch str., Merapi, Udena, Sept. 7, from Batavia for Rotterdam.
 Sept. 8, British str., Kincaid, Gibb, Aug. 30, from Albany for Anjer.
 Sept. 10, Norw. str., Gerd, Kramstad, from Bangkok for Anjer.
 Sept. 11, British str., Islander, Wright, Sept. 8, from Christmas Island for Singapore.
 Sept. 11, British str., Sengola, Jacobs, from Mauritius for Singapore.
 Sept. 12, Italian ship, Giuseppina, Malato from Sourabaya.
 Sept. 13, Dutch str., Oengara, Van der Putte, Aug. 6, from Rotterdam for Batavia.
 Sept. 13, Norw. str., Pioneer, Tobissen, from Delagoa Bay for Anjer.

VESSELS ON THE BERTH.
FOR SHANGHAI, TSINGTAU AND CHEMULPO.
THE Steamship
 "LOONGMOON," Captain F. Kalkofen, will be despatched for the above ports TO-DAY, the 27th inst., at 3 p.m. This steamer has superior accommodation for First and Second class passengers. For Freight or Passage, apply to SIEMSEN & CO., Agents.
 Hongkong, 24th September, 1904. [204]

POSTPONEMENT.
DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship
 "THALES," Captain Crowe, will be despatched for the above ports TO-MORROW, the 28th inst., at 11 a.m. For Freight or Passage, apply to DOUGLAS LARPAK & CO., General Managers.
 Hongkong, 24th September, 1904. [206]

AMERICAN ASIATIC STEAMSHIP COMPANY.
FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
 "CLAVERBURN," Captain Parker, will be despatched for the above port on TUESDAY, the 16th October. For Freight or Passage, apply to SHEWAN, TOMES & CO., General Agents.
 Hongkong, 13th September, 1904. [221]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship
 "BENGAL," Captain G. Phillips, carrying His Majesty's Mails, will be despatched from this office for Bombay on SATURDAY, the 8th OCTOBER, at noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "India," 7,311 tons, from Colombo. Passengers' accommodation in which vessel is second class departure from Hongkong. Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Arabia," due in London on the 20th November, 1904. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT, Superintendent.
 Hongkong, 26th September, 1904. [1]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL.	BENGAL	Brit. str.	G. Phillips	P. & O. S. N. Co.	8th Oct., at Noon
LONDON, &c., VIA PORTS OF CALL.	FORMOSA	Brit. str.	B. H. W. Snow	P. & O. S. N. Co.	About 30th inst.
LONDON, &c., VIA PORTS OF CALL.	TYDEUS	Brit. str.	Diokons	BUTTERFIELD & SWIRE	To-day
LONDON, &c., VIA PORTS OF CALL.	PATROCLUS	Brit. str.	Williams	BUTTERFIELD & SWIRE	11th Oct.
LONDON, &c., VIA PORTS OF CALL.	ALYSSUS	Brit. str.	Verron	BUTTERFIELD & SWIRE	25th Oct.
LONDON, &c., VIA PORTS OF CALL.	AUSTRALIAN	Fren. str.	H. Formes	MESSAGERIES MARITIMES	8th Nov.
LONDON, &c., VIA PORTS OF CALL.	BAYERN	Ger. str.	Behrens	MELCHERS & CO.	4th Oct. 1 p.m.
LONDON, &c., VIA PORTS OF CALL.	SCANDIA	Ger. str.	von Döhren	HAMBURG-AMERIKA LINIE	To-morrow, Noon.
LONDON, &c., VIA PORTS OF CALL.	SUEVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	3rd Oct.
LONDON, &c., VIA PORTS OF CALL.	BRISGAVIA	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	18th Oct.
LONDON, &c., VIA PORTS OF CALL.	SLAVONIA	Ger. str.	Forek	HAMBURG-AMERIKA LINIE	1st Nov.
LONDON, &c., VIA PORTS OF CALL.	SEGOVIA	Ger. str.	J. W. Martin	HAMBURG-AMERIKA LINIE	15th Nov.
LONDON, &c., VIA PORTS OF CALL.	COGNAC	Brit. str.	Colledant	GIBB, LIVINGSTON & CO.	24th Oct.
LONDON, &c., VIA PORTS OF CALL.	AMERICA	Am. str.	Richard	SANDER, WIGLES & CO.	30th inst. p.m.
LONDON, &c., VIA PORTS OF CALL.	PINGBURY	Brit. str.	Parker	BUTTERFIELD & SWIRE	22nd Oct.
LONDON, &c., VIA PORTS OF CALL.	SAGAMI	Brit. str.	A. Hansen	DODWELL & CO. LTD.	About 3rd Oct.
LONDON, &c., VIA PORTS OF CALL.	CLAVERN	Brit. str.	A. L. Valentini	SHAWAN, TOMES & CO.	About 16th Oct.
LONDON, &c., VIA PORTS OF CALL.	E. OF CHINA	Brit. str.	G. M. Montford	CANADIAN PACIFIC R. CO.	12th Oct.
LONDON, &c., VIA PORTS OF CALL.	ATHENIAN	Brit. str.	Wm. M. Smith	CANADIAN PACIFIC R. CO.	12th Oct.
LONDON, &c., VIA PORTS OF CALL.	SHAWMUT	Brit. str.	A. H. Selway	DODWELL & CO. LIMITED	1st Oct.
LONDON, &c., VIA PORTS OF CALL.	DEUCALION	Brit. str.	A. H. Selway	BUTTERFIELD & SWIRE	3rd Oct.
LONDON, &c., VIA PORTS OF CALL.	NUMANIA	Brit. str.	A. H. Selway	PORTLAND & ASIATIC CO.	10th Oct.
LONDON, &c., VIA PORTS OF CALL.	CHINGTU	Brit. str.	A. H. Selway	BUTTERFIELD & SWIRE	3rd Oct.
LONDON, &c., VIA PORTS OF CALL.	AUSTRALIAN	Brit. str.	A. H. Selway	GIBB, LIVINGSTON & CO.	15th Oct.
LONDON, &c., VIA PORTS OF CALL.	PSANG	Brit. str.	A. H. Selway	JARDINE, MATHESON & CO.	To-morrow, 4 p.m.
LONDON, &c., VIA PORTS OF CALL.	TAIYUAN	Brit. str.	A. L. Valentini	BUTTERFIELD & SWIRE	7th Oct.
LONDON, &c., VIA PORTS OF CALL.	PERA	Brit. str.	G. M. Montford	P. & O. S. N. Co.	About 28th inst.
LONDON, &c., VIA PORTS OF CALL.	LOONGMOON	Ger. str.	F. O. Biner	SIEMSEN & CO.	To-morrow, 3 p.m.
LONDON, &c., VIA PORTS OF CALL.	COROMANDEL	Brit. str.	F. O. Biner	P. & O. S. N. Co.	About 7th Oct.
LONDON, &c., VIA PORTS OF CALL.	KIKIANG	Brit. str.	F. O. Biner	BUTTERFIELD & SWIRE	3rd Oct.
LONDON, &c., VIA PORTS OF CALL.	GAZET	Brit. str.	F. O. Biner	MELCHERS & CO.	Quick despatch.
LONDON, &c., VIA PORTS OF CALL.	TUNGSHING	Brit. str.	A. Hansen	JARDINE, MATHESON & CO.	To-morrow, 4 p.m.
LONDON, &c., VIA PORTS OF CALL.	TRIUMPH	Brit. str.	T. Brandt	OSAKA SHOSHEN KAISHA	To-morrow, 10 a.m.
LONDON, &c., VIA PORTS OF CALL.	M. STRUYE	Brit. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	2nd Oct., 10 a.m.
LONDON, &c., VIA PORTS OF CALL.	FEITHOF	Brit. str.	Kornelissen	OSAKA SHOSHEN KAISHA	5th Oct., at 10 a.m.
LONDON, &c., VIA PORTS OF CALL.	PROVIDENCE	Brit. str.	W. Baddley	OSAKA SHOSHEN KAISHA	5th Oct., 10 a.m.
LONDON, &c., VIA PORTS OF CALL.	KANSU	Brit. str.	Crowe	BUTTERFIELD & SWIRE	29th inst.
LONDON, &c., VIA PORTS OF CALL.	THALES	Brit. str.	Finlayson	DOUGLAS LARPAK & CO.	To-morrow, 11 a.m.
LONDON, &c., VIA PORTS OF CALL.	KAIFONG	Brit. str.	R. Rodger	BUTTERFIELD & SWIRE	3rd Oct.
LONDON, &c., VIA PORTS OF CALL.	ZAFIRO	Brit. str.	R. Rodger	SHAWAN, TOMES & CO.	1st Oct., 10 a.m.
LONDON, &c., VIA PORTS OF CALL.	TEAN	Brit. str.	R. W. Almond	BUTTERFIELD & SWIRE	To-morrow.
LONDON, &c., VIA PORTS OF CALL.	RUBI	Brit. str.	R. W. Almond	SHAWAN, TOMES & CO.	8th Oct., 10 a.m.
LONDON, &c., VIA PORTS OF CALL.	YUENSANG	Brit. str.	E. J. Todd	JARDINE, MATHESON & CO.	30th inst., 4 p.m.
LONDON, &c., VIA PORTS OF CALL.	LAISANG	Brit. str.	E. J. Todd	JARDINE, MATHESON & CO.	To-morrow, 5 p.m.
LONDON, &c., VIA PORTS OF CALL.	TWINAH	Dut. str.		JAVA-CHINA-JAPAN LINE	Quick despatch.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTES FRANCAIS.

NOTICE.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 4th October, 1904, at 1 p.m., the Company's Steamship "AUSTRALIAN," Captain Verron, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call WITHOUT TRANSHIPMENT. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted till Noon only on Monday, the 3rd October. Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.
 Hongkong, 21st September, 1904. [2]

REGULAR STEAMSHIP SERVICE TO NEW YORK.
VIA PORTS AND SUEZ CANAL.
PROPOSED SAILINGS FROM HONGKONG.
 1904. About 3rd Oct. "SAGAMI" 8th Oct. "HINDUSTAN" 8th Oct. For Freight and further information, apply to DODWELL & CO., LTD., Agents.
 Hongkong, 9th August, 1904. [87]

STEAM TO CANTON.

REDUCED FARES.
THE Commodious Steel Twin Screw Steamer "TAI ON,"

Captain J. Lawrence, leaves the Tung Yik Wharf, Praya West, on MONDAYS, WEDNESDAYS and FRIDAYS at 8.00 p.m. returning from Canton on TUESDAYS, THURSDAYS and SATURDAYS, at 5 p.m. FARES—Saloon \$2.00, Chinese Saloon \$1.00, 2nd Class \$0.60, Steerage \$0.20. This well-known steamer has been fitted throughout with Electric Light. Unrivalled accommodation, excellent cuisine, best brand of Wines and Spirits at moderate charges.

YIK ON S. S. CO.,
 309, Des Voeux Road Central, Hongkong, 9th July, 1904. [1674]

HONGKONG-CANTON LINE.

THE British steamship

"YING KING," Captain E. J. Page, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled. Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 p.m. and returning from Canton every following evening at 5 p.m. 1st Class \$3.00 for Single journey. 2nd " " 1.50. Meals " " 1.00 each. The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S. S. CO., LTD.
 No. 216, Wing Lok Street, Hongkong, 27th February, 1904. [7]

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, NOR THE OWNERS WILL BE RESPONSIBLE FOR ANY DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.
QUEEN ELIZABETH, British ship, C. E. Fulton—Standard Oil Co.
LYNDHURST, British 4-m. barque, Paralle—Standard Oil Co.
KENTMERE, British Ship, T. E. Burch—Standard Oil Co.
BOUAFAT, French barque, Jean—Standard Oil Co.
EVIE J. RAY, American barque, Kastin—Sunder, Weller & Co.
E. B. SUTTON, American barque, Johnson—Ortel.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	Sat., 1st Oct., 10 a.m.
RUBI	2540	R. W. Almond	Manila	Sat., 8th Oct., 10 a.m.

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 26th September, 1904. [16]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 R.M.S. "ATHENIAN" 3,382 Tons..... WEDNESDAY, 12th Oct.
 R.M.S. "EMPERESS OF CHINA" 6,000 Tons..... WEDNESDAY, 19th Oct.
 R.M.S. "TARTAR" 4,425 Tons..... WEDNESDAY, 2nd Nov.
 R.M.S. "EMPERESS OF INDIA" 6,000 Tons..... WEDNESDAY, 16th Nov.
 R.M.S. "EMPERESS OF JAPAN" 6,000 Tons..... WEDNESDAY, 14th Dec.
 Hongkong to London, 1st Class via St. Lawrence 200 via New York 262.
 Intermediate or Steamers, " " " " 240. " " 242.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 days and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Pass a res Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. W. CRADDOCK Acting General Agent,
 9, Collyer Street.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
 CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,006	W. M. Smith	Saturday, October 1st
TREMONT	9,006	T. W. Gardick	Friday, October 7th
LYRA	4,417	G. V. Williams	Thursday, October 20th

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.
 The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
 For further information apply to—
DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS, Hongkong, 26th September, 1904. [7]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.	SAILING DATES.
PRINZ HEINRICH	WEDNESDAY 28th September
BAYERN	WEDNESDAY 12th October
SACHSEN	WEDNESDAY 26th October
ZIETEN	WEDNESDAY 9th November
PRINZESS ALICE	WEDNESDAY 23rd November
PRINZ REGENT LUITPOLD	WEDNESDAY 7th December
PRINZ KITTEL FRIEDRICH	WEDNESDAY 21st December
PRINZ HEINRICH	WEDNESDAY 4th January 1905

ON WEDNESDAY, the 28th day of SEPTEMBER, 1904, at Noon, the Steamship "BAYERN," Captain H. Formes, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on MONDAY, the 26th September. Cargo and Specie will be received on Board till 5 p.m. on TUESDAY, the 27th September, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 27th September. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.
 For further Particulars, apply to
MELCHERS & CO., AGENTS.
 Hongkong, 16th September, 1904. [5]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI AND INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL ON
"NUMANTIA"	4,370	Wagner	October 10th, 1904.
"NICOMEDIA"	4,370	Wagner	October 27th, 1904.
"ARABIA"	4,463	Bable	November 18th, 1904.
"ARAGONIA"	5,198	Schulke	December 13th, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
 Hongkong, 25th August, 1904. [14]

OSAKA SHOSHEN KAISHA.

REGULAR STEAM-SHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
FOOCHOW, VIA SWATOW AND AMOY	"TRIUMPH"	WEDNESDAY, 28th Sept., at 10 a.m.
TAMSUI, VIA SWATOW AND AMOY	"M. STRUYE"	SUNDAY, 2nd Oct., at 10 a.m.
ANPING, VIA SWATOW AND AMOY	"PROVIDENCE"	WEDNESDAY, 5th Oct., at 10 a.m.
TAMSUI, VIA SWATOW AND AMOY	"FRITHJOF"	SUNDAY, 9th Oct., at 10 a.m.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers. For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Voeux Road Central.
 Hongkong, 27th September, 1904. T. ARIMA, Manager [15]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SHANGHAI, VIA SHANGHAI, HAL MOJI and KOBE. PERA A. L. Valentini About 28th Sept. Freight only. (Passing through the Inland Sea)

LONDON, &c. { BENGAL..... Noon, 8th October } See Special Advertisement.
 { COROMANDEL..... About 7th October } Freight and Passage.
 { G. M. Montford, R.N.R. }

LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES. { FORMOSA..... About 30th September } Freight and Passage.
 { B. H. W. Snow }

* Expected to arrive on or about 7th October, will leave for the above port as soon as possible after her arrival with the next English Mail.

For further Particulars, apply to
E. A. HEWETT, Superintendent.
 Hongkong, 27th September, 1904. [1]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SCANDIA (ex KONIGSBERG)	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"DEUCALION"	On 28th September.	
GLASGOW and LIVERPOOL	"ULYSSES"	On 8th October.	
GLASGOW and LIVERPOOL	"JASON"	On 14th October.	
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 22nd October.	

FOR	STEAMERS	TO	DATE
LONDON, AMSTERDAM and ANTWERP	"TYDEUS"	On 27th September.	
LONDON, AMSTERDAM and ANTWERP	"PATROCLUS"	On 11th October.	
* GENOA, MARSEILLES and LIVERPOOL	"PINGSUEY"	On 22nd October.	
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 25th October.	
LONDON, AMSTERDAM and ANTWERP	"ULYSSES"	On 8th November.	

TRANS-PACIFIC SERVICE.
STEAMERS TO SAIL
FOR VICTORIA, SEATTLE, TACOMA, and
all PACIFIC COAST PORTS, VIA
NAGASAKI, KOBE & YOKOHAMA.
For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
[10-11]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
MANILA	"TEAN"	On 24th September.	
SWATOW, CHEFOO and TIENTSIN	"KANSU"	On 29th September.	
SHANGHAI	"KIUKIANG"	On 3rd October.	
CEBU & LOILO	"KAIFONG"	On 3rd October.	
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, ADELAIDE, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 3rd October.	
YOKOHAMA and KOBE	"TAIYUAN"	On 7th October.	

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivaled Table. A duly qualified
Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
[12]

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
† SHANGHAI VIA SWATOW	"TUNGSHING"	Wednes., 28th Sept., 4 P.M.	
* SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Wednes., 28th Sept., 3 P.M.	
TIENTSIN	"ESANG"	Wednes., 28th Sept., 4 P.M.	
* MANILA	"YUENSANG"	Friday, 30th Sept., 4 P.M.	

* These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
GENERAL MANAGERS.
[1888]

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain W. B. Stools.
S.S. "KEAL"	Captain A. Jennings.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "TWEEDDALE"	Captain T. M. Milne.
S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INKUM"	Captain E. S. Pearce.

The next departure will be the S.S. "COURTFIELD," sailing from here on 8th October,
via CHIN-WAN-TAO (taking Cargo for Durban).

For Freight, apply to
GIBB, LIVINGSTON & CO.,
AGENTS.
[2030]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA AND JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION CO.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for Cape Ports every fortnight.
For Freight and further particulars,
apply to

DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897

HONGKONG-MACAO LINE.

S.S. "WING CHAI"
Captain T. Austin, R.N.R.

DEPARTURES from Hongkong, on week
days, at 7.30 A.M.; on Excursion
Sundays, at 8.30 A.M.; from Macao week
days, at 2 P.M. and Sundays at 7.30 P.M.

FARE—(week days) 1st Class (including cabin
and servant), \$3. Return Ticket \$5.
2nd Class \$1. 3rd Class 50 cents.

On Excursion-Sundays 1st, 2nd, and 3rd Class
Single Ticket \$2. Return Ticket \$3. Return
Ticket including Dinner and Discharge either
on board or at Macao \$5. On Sundays \$5
extra will be charged for each Cabin which has
accommodation for two or more Passengers.
Wharf at the Western end of Wing Lok
Street.

The Steamer runs an Excursion Trip Every
Sunday, and takes only 3 hours to reach Macao.

MING ON & CO.
2nd Floor, 16, Victoria Street
Hongkong 8th September, 1903.

THE AMERICAN SYSTEM OF DENTISTRY

DR. M. H. CHAUN.
37, DES VOGES ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 3rd June, 1904

VESSEL ON THE BERTH

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at TIMOR, PORT DARWIN and QUEEN-
SLAND PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND, TASMANIA,
&c.)

THE Steamship
"AUSTRALIAN"
Captain A. H. Shaw, will be despatched for the
above ports on SATURDAY, the 15th October.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A duly qualified Surgeon and Stewardess are
carried.

N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 19th September, 1904. [2258]

NOTICES TO CONSIGNEES

FROM HAMBURG, PENANG AND
SINGAPORE.

THE H.A.L. Steamship
"HELLAS"
Captain Rohde, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before To-day,
the 21st inst.

Any Cargo impeding her discharge will be
laid into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, and stored at Consignees' risk and
expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 28th inst. will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 28th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.
[2283]

S.S. "SALAZIE"

COMPAGNIE DES MESSEAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex S.S.
"Dante," from Havre ex S.S. "Dante," in con-
nection with above Steamer, are hereby informed
that their Goods, with the exception of Opium,
Treasure and Valuables, are being landed and
stored at their risks into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Ltd., at Kowloon, whence delivery may be
obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 10 A.M., To-morrow, 21st inst., request-
ing it to be landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
Tuesday, the 27th September, at Noon, will be
subject to rent and landing charges.

All claims must be sent in to me on or before
the 27th September, or they will not be
recognised.

All damaged packages will be examined on
Tuesday, the 27th September, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 20th September, 1904.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT"
FROM SEATTLE, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND
SHANGHAI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-signa-
ture and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

An average bond is lying at This Office and
same must be signed, and a deposit of 1 per
cent. paid before delivery can be obtained.

DODWELL & CO., LD.,
Agents.
Hongkong, 21st September, 1904. [17]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"MALTA"
FROM LONDON, PORT SAID, SUEZ,
BOMBAY, COLOMBO AND SINGAPORE.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong Godowns at Kowloon, where each
consignment will be sorted out, Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. "Britannia."
From Persian Gulf ex S.S. B. I. S. N.
and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
intimation is received to the contrary before
5 P.M., To-day, the 23rd inst.

Goods not cleared by the 31st inst., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Go-
downs for examination by the Consignees and
the Company's representative at an appointed
hour.

All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised.

No Claims will be admitted after the Goods have
left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 23rd September, 1904. [11]

SHIPPING IN PORT.

STEAMERS.

ALCINOUS, British str., 4,278, Davies, 25th
September, Liverpool and Singapore 20th
September, General, Butterfield & Swire.

AVATA, British str., 2,385, W. Hume, 21st
September, New York 23rd July, Case
Oil.—Standard Oil Co.

DAGMAR, German str., 921, C. Wolf, 25th
September, Bangkok 18th Sept., Rice.—
Butterfield & Swire.

DONIC, British steamer, 4,975, H. Smith, 15th
September, San Francisco 18th August
and Shanghai 18th Sept., Mails and Gen-
eral.—O. & S. N. Co.

ELIZABETH RICHARDS, German str., 997, G.
Gotsche, 28th September, Bangkok 12th
Sept., General.—Arnold, Kerberg & Co.

EMMA LUTHER, German str., 1,110, H. Martens,
25th Sept., Tientsin (Java) 9th Sept.,
Sugar, Nuts and Oil.—Chinese.

ESANG, British str., 1,127, W. F. Richard, 21st
September, Tientsin 14th Sept. and Che-
foo 16th, General.—Jardine, Matheson & Co.

HANDER REUNION, British str., 1,327, Thos.
Wm. Carr, 19th Sept.—Port Louis and
Mauritius 22nd August, General.—Order.

HOENSTEIN, German str., 1,275, H. Hamer,
21st Sept.—Saigon 16th Sept., Rice and
Flour.—Order.

JOHANNES, German str., 352, Ipland, 16th Sept.,
Bangkok 9th September, Rice.—Jebson
& Co.

LAIBANG, British str., 3,450, E. J. Tadd, 19th
September, Calcutta 4th Sept., General.—
Jardine, Matheson & Co.

KOHSHIANG, German str., 1,292, C. Gosewisch,
23rd Sept.—Bangkok 14th Sept., General.—
Butterfield & Swire.

KWONGSANG, British steamer, 1,127, P. M. B.
Lake, 24th September, Shanghai and
Swatow 20th September, General.—Jar-
dine, Matheson & Co.

MARIE JESSEN, German steamer, 2,247, H.
Lorenzen, 24th Sept.—Moji 18th Sept.,
Coal.—H. U. Jeffries.

MAUSANG, British str., 1,644, S. J. Payne, 24th
Sept.—Sandakan 18th Sept., Timber.—
Jardine, Matheson & Co.

PARKING, British str., 2,375, G. Rodway, 23rd
Sept.—Yokohama via Ports 10th Sept.,
General.—Nippon Yusen Kaisha.

SAMBA, German str., 998, P. Rehwaldt, 18th
September, Bangkok via Swatow 17th
September, Rice.—Molchers & Co.

SHAWMUT, American str., 9,006, Smith, 22nd
August, Tacoma 18th July, General.—
Dodwell & Co.

TAISMAN, British str., 1,140, C. D. Jenkins,
24th Sept.—Souabaya and ports 14th
September, Sugar.—Bradley & Co.

TAIWAN, British str., 1,109, H. Harder, 25th
September, Canton 24th Sept., General.—
Butterfield & Swire.

TEAN, British str., 1,348, A. Somerville, 24th
September, Manila 21st Sept., General.—
Butterfield & Swire.

TRIMAR, Dutch str., 2,471, W. Jarrance,
24th September, Amoy 23rd September,
General.—Java-China-Japan-Line.

TRIUMPH, German str., 430, A. Hansen, 24th
September, Poochow, Amoy and Swatow
23rd September, General.—Osaka Shosen
Kaisha.

TUNOIS, Norwegian steamer, 1,753, C. L.
Halvorsen, 14th Sept.—Moji 8th Sept.,
Coal.—Melchers & Co.

SAILING SHIPS.

BOERBAK, French ship, 1,710, F. Jean, 6th
Sept.—New York 10th May, Petroleum.—
Standard Oil Co.

E. B. SUTTON, American barque, 1,348, John-
son, 19th July.—Chafsoo 25th June, Ballast.
—Order.

EVIE J. RAY, American bge., 913, Ktasia, 6th
August, Manila 20th June, Timber.—
Sander, Wieler & Co.

KENTMERE, British barque, 2,334, Burch, 14th
June.—New York 29th January, Kerosine.
—Standard Oil Co.

QUEEN ELIZABETH, British ship, 1,700, C. E.
Fulton, 25th August.—New York 19th
April, Kerosine Oil.—Standard Oil Co.

TRONGATE, British barque, 949, A. Button,
28th May.—Fremantle 23rd March, Sandal-
wood.—Gilman & Co.

BRITISH WARSHIPS.

ALACRITY, British despatch-boat, 1,700, Comdr.
R. M. Harbord.

CHEQUE, water tank and tug.

ESPIEGLE, British gunboat, 1,070, Ernest G.
Barton.

HANDY, torpedo boat destroyer.

OTTER, torpedo boat destroyer, Lieut. E. H.
Jellicoe.

ROSARIO, sloop, Captain Vivian.

SIRIUS, cruiser, C. H. H. Moore.

TAKU, torpedo boat destroyer.

TAMU, receiving ship, Commodore C. G.
Dickson.

VIRAGO, torpedo boat destroyer.

HIS BRITANNIC MAJESTY'S SHIPS
IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns,
3,000 h.p., Com. R. M. Harbord, Hongkong
Albion, battleship, 12,950 tons, 16 guns, Capt.
Fremantle, Weihaiwei.

Argentine, sloop, 1,050 tons, 6 guns, 1,100 h.p.,
Comdr. Rowland Nugent, Behring Sea.

Amphitrite, 1st class cruiser, 11,000 tons, 18,000
h.p., Capt. Charles Villiam, C.V.O.,
Weihaiwei.

Andromeda, cruiser, 12,500 tons, Capt. Nelson
Omanney, Weihaiwei.

Astraea, 2nd class cruiser, 4,360 tons, 10 guns,
7,000 h.p., Captain Lionel G. Tufnell
Singapore.

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p.,
Lieut. Comdr. O. M. Makin, Yangtze.

Britonmar, gunboat, 1,250 tons, 6 guns, 1,300 h.p.,
Lieut. Comdr. Thos. D. Pratt, Weihaiwei.

Centurion, battleship, 10,500 tons, Capt. Fegen,
Weihaiwei.

Cressy, cruiser, 12,000 tons, 14 guns, 31,000
h.p., Capt. Henry M. T. Tudor, Weihaiwei.

Esperance, gunboat, 1,070 tons, 10 guns, Comdr.
Saton, Hongkong.

Fame, torpedo-boat destroyer, 360 tons, 6 guns,
5,700 h.p., Lieut. Comdr. C. Asser, Wei-
haiwei.

Fearless, gunboat, 413 tons, 12 guns, Comdr.
Vaughan J. ewes, Shanghai.

Glory, battleship, 12,950 tons, 16 guns, 13,500
h.p., Captain A. W. Carter, Weihaiwei.

Handy, torpedo-boat destroyer, 260 tons, 6 guns,
4,000 h.p., in reserve.

Hart, torpedo-boat destroyer, 260 tons, 6 guns,
4,000 h.p., Weihaiwei.

Humber, destroyer, 1,640 tons, Comdr. P. M.
Riadore, Weihaiwei.

Iphigenia, 2nd class cruiser, 3,600 tons, Capt.
Fawcoker, Shanghai.

Janus, torpedo-boat destroyer, 280 tons, 6 guns,
3,900 h.p., Lieut. Comdr. J. A. Gregory,
Weihaiwei.

Kinshu, river gunboat, 331 tons, Lieut. Comdr.
Christopher P. Metcalf, on Yangtze.

Leviathan, cruiser, 14,100 tons, Capt. Hon. W.
G. Stopford, Weihaiwei.

Moorehen, river gunboat, 180 tons, 2 guns,
Lieut. Comdr. G. G. Webster, West River.

Ocean, battleship, 12,950 tons, 16 guns, 13,500
h.p., Captain Gust. O.M.G., Weihaiwei.

Otter, torpedo-boat destroyer, 350 tons, in
reserve.

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p.,
Comdr. J. Nicholas, Chemulpo.

Rambler, surveying-ship, 583 tons, Comdr.
Char. E. Moore, Labuan.

Rinaldo, sloop, 980 tons, 6 guns, Comdr. D. S.
Aabya Wale, Singapore.

Robin, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut. Comdr. Vaughan, West River.

Rosario, sloop, 980 tons, 6 guns, 11,400 h.p.,
Comdr. Thos. Jackson, Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut. Comdr. L. W. Jones, West River.

Sirius, 2nd class cruiser, 3,600 tons, Capt. C. H.
H. Moore, Hongkong.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lieut. Comdr. Ernest W. G. Davidson on
Yangtze.

Taku, torpedo-boat destroyer, 250 tons, 6 guns,
5,000 h.p., Weihaiwei.

